



U.S. Department
of Transportation
**Federal Aviation
Administration**



SDR

Service Difficulty Reporting

Summary

April 19, 1998 - April 25, 1998

AIR CARRIER, ZAC-326

You can improve Air Safety by reporting the problem when you see it!

SECTION

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- II Domestic Service Difficulty Report
- III International Service Difficulty Report
- IV Index By Operator
- V Index By Aircraft Make and Model
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ISSUE: 98-17



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SDR SUMMARY

Air Carrier, ZAC-326



This summary includes domestic (United States) Service Difficulty Reports (SDRs) (which are the same as mechanical reliability reports or MRRs) entered into the data base for aircraft weighing over 12,500 lbs. All helicopter are excluded from this report (see the General Aviation SDR Summary, ZAC-327). A separate section for International SDRs for aircraft weighing over 12,500 lbs. has also been included. Under a data exchange agreement, International SDRs are submitted to the FAA by the Civil Aviation Authority of other countries (currently, Canada - CAN, and Australia - AUS). All reports are sorted by aircraft make, model group (basic model), and Joint Aircraft System/Component (JASC) code. Within each aircraft model group, the specific model shown may vary, but similar types of reports will be grouped together and listed in ascending order by their JASC code. Each field contains all information submitted to the FAA. Some fields are not included in order to make the summary easier to read. Reports of significance are highlighted with a star border. Additional information may be obtained by referring to the "operator control number." Send your request to the Aviation Data Systems Branch, AFS-620 at the address or phone below.

The Regulatory Support Division (AFS-600) has established a "HomePage" on the Internet through which the same information is available. There is a large quantity of other information available through the AFS-600 HomePage such as the most current SDR system codes (i.e., Joint Aircraft System\Component Codes). The SDR Question and Answer Section of the Summary will also be transferred to the AFS-600 HomePage to simplify the process of preparing the SDR Summaries in the PDF format each week. There are "hot buttons" to take you to other locations and sites where FAA Flight Standards Service Information is available. The AFS-600 "HomePage" address is:

<http://www.mmac.jccbi.gov/afs/afs600>

“The Service Difficulty Reports in this publication are derived from unverified information submitted by the aviation community without FAA verification for accuracy. The number of SDRs submitted is not an indication of the mechanical reliability or fitness of an airline or individual operator, and the information should not be used as such.”

Comments are welcomed and may be directed to:

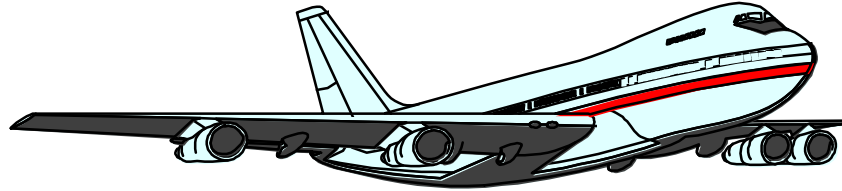
*Federal Aviation Administration
Aviation Data Systems Branch, AFS-620
P.O. Box 25082
Oklahoma City, OK 73125-5029
Phone: (405) 954-4171, Fax: (405) 954-4748*

Your continued participation is essential and is an integral part of ensuring aviation safety. Thank you for supporting the Service Difficulty Program! If you have any questions regarding this special notice you can contact John Jackson at (405) 954-6486, or Jim Gillespie at (405) 954-1141, or Blake McDonald at (405) 954-0307 in the Aviation Data Systems Branch (AFS-620). Their E-mail addresses are:

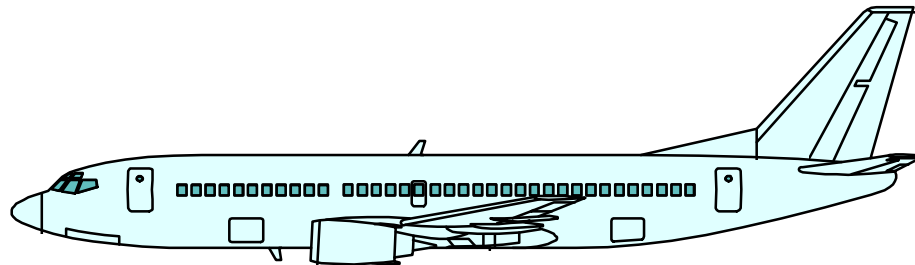
john_e_jackson@mmacmail.jccbi.gov

james_gillespie@mmacmail.jccbi.gov

blake_mcdonald@mmacmail.jccbi.gov



SIGNIFICANT OCCURRENCE REPORT





U.S. Department
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THE SIGNIFICANT OCCURRENCE REPORT



The Significant Occurrence Report is a compilation all of the star bordered reports that appear in the Air Carrier Service Difficulty Report (SDR) Summary, ZAC-326. The Significant Occurrence Report is used to highlight industry problem areas to field inspectors and the aviation public.

Limited analysis is performed by the Aviation Data Systems Branch, AFS-620 during the preparation of the "Significant Occurrence Report", which is generated each week and is included in the front of the Air Carrier SDR Summary. Significant Reports are hand selected by AFS-620's inspectors based on the individual merit of each report. The criteria for selection includes, but is not limited to, items that indicate high failure rates; items related to accidents or incidents; or design or maintenance failures which may affect the safe operation of the aircraft.

In some cases, this limited analysis of SDR data leads to the preparation of information bulletins which are routed to the appropriate product certification office for further investigation of the problem. The end result may be the issuance of an airworthiness directive (AD) by the Aircraft Certification Service (AIR) if warranted.

The Significant Occurrence Report (section I) of the weekly SDR Summary is not intended to be a summary of all significant events and should not be used as such. We recommend that you review further the applicable sections of the SDR summary that may be of interest.

Immediately following the Significant Occurrence Reports is the Significant Occurrence Report Index. This index provides a historical perspective to the selected Significant Occurrences Reports, and can be useful in helping to identify potential trends. All SDR's with the same part number are compiled; sorted by year and aircraft model; and then the totals are calculated for each part number. Remember, the index includes part numbers of the suspect "Part" causing the problem, only if the part number is provided in the current week's star bordered SDR's.

SIGNIFICANT OCCURRENCE REPORT

4/19/98 - 4/25/98 ISSUE: 98-17 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2210 C2XA	86842 286	AEROSP ATR42320				CONTROLLER 7003975602	FAILED AUTOPILOT	8/6/96	C2XA96BT007
*****	BTV - FLT 3689 - DURING CLIMB-OUT, AUTOPILOT KICKED OFF AND RECEIVED STICK SHAKER AND OVERSPEED WARNING. COULD NOT TRIM TO LEFT AND ACFT TRIMMED BY ITSELF TO THE RT. COULD NOT RE-TRIM TO LT WITH ONE-HALF AILERON TRIM TO RT. ACFT RETURNED TO BTV AND LANDED UNEVENTFULLY. FOUND FLT GUIDANCE CONTROLLER FAULTING. REMOVED AND REPLACED FGC IAW 22-16-81. OPS CHECKED GOOD. EWR - FLT 4211 - AFTER TAKEOFF, CREW NOTED SAME PROBLEM PLUS THE SMELL OF ELECTRICAL SMOKE ON LANDING WHILE RETURNING TO EWR. REMOVED AND REPLACED FGC IAW ATR 42 MM 22-16-81, OPS CHECKED GOOD ON GROUND. ALL OTHER DISCREPANCIES WERE FOUND OPERATING NORMALLY. ACFT RELEASED FOR TEST FLIGHT. NO FLIGHT DISCREPANCIES NOTED AND ACFT RELEASED TO								
7310 A6WA	612AW E3122	BAG BAE146300A	LYC ALF502R5			MANIFOLD	FAILED NR 2 ENGINE	12/12/96	97ZZZM447
*****	INSPECTED FUEL MANIFOLD FOR EVIDENCE OF SOOT AND DISCOLORATION IND. FUEL FIRE, PERFORMED ET INSPECTION OF 5TH SCALLOP FROM TOP FOR CRACKS IAW TEXTRON SPEC PROCEDURE. PERFORMED DV INSPECTION OF RT FUEL MANIFOLD, S/N 863. FOUND A SMALL VISUAL IND IN THE 5TH SCALLOP . W/C GENERATED FOR REMOVAL OF THE RT FUEL MANIFOLD.								
8011 UALA	7260U 21407	BOEING 727222	PWA JT8D15			BEARING 505422	FAILED STARTER DRIVE	2/19/98 5909	98UAL900075
*****	NR 1 ENGINE OIL PRESSURE LIGHT ILLUMINATED AND OIL PRESSURE INDICATED ZERO. SHUT DOWN ENGINE AND DIVERTED TO OMA. *S/D* THE STARTER DRIVE BALL BEARING CAGE FAILED. ONE BALL WAS INGESTED INTO THE MAIN OIL PUMP RESULTING IN A SHEARED SHAFT AND ZERO OIL PRESSURE. BEARING THRESHOLD LIMITS HAVE BEEN IMPLEMENTED TO PREVENT SUCH FAILURES IN THE FUTURE.								
3233		CESSNA 172RG				BOLT AN17522A	SHEARED RT MLG ACTUATOR	4660	6/7/93 CA930622205
*****	(CAN) ONE OF 3 MLG RT ACTUATOR BOLTS FOUND SHEARED OFF BETWEEN BOLT SHANK AND THREAD AREA. SHEARED BOLT HELD IN PLACE BY GREASE. ONE OF THE OTHER 2 BOLTS WAS LOOSE. LT MLG ACTUATOR HAD ONE BOLT COMPLETELY OUT OF HOUSING. REST OF BOLTS OK. ALL BOLTS REPLACED WITH ONES REQUIRING LOCKWIRE.								
8520 GNBA	5388J 4040666	CESSNA 404	CONT GTSIO520M			BOLT 537750	FAILED NR 6 INT ROCKER	3/1/98 1113	98ZZZX1553
*****	SHORTLY AFTER TAKEOFF, PILOT FELT MINOR SHAKE IN LT ENGINE. A VISUAL INSPECTION (IN-FLIGHT) REVEALED SMALL AMOUNT OF OIL STREAMING BACK. PILOT RETURNED TO AIRPORT. MAINTENANCE PERSONNEL NOTED NR 6 INTAKE ROCKER BOX HAD A HOLE FROM THE INSIDE OUT. REPLACED BOLT, GROUND CHECK OK.								
6220 EGRA	900LF 90000022	DOUG MD900				DROOP STOP 900R2100001103	CRACKED M/R HEAD	778	4/9/98 98ZZZX1613
*****	DURING 100-HOUR SPECIAL INSPECTION OF MAIN ROTOR HEAD, 4 EACH, DROOP STOP SUPPORT BRACKETS WERE FOUND CRACKED COMPLETELY THROUGH AT BOLT ATTACHMENT POINT SECURING BRACKET TO MAIN ROTOR HEAD. IF DROOP STOP SUPPORT WERE TO DEPART AIRCRAFT, MAIN ROTOR BLADE WOULD CONTACT TAIL BOOM. MANUFACTURER SHOULD NOTIFY OPERATOR OF POSSIBLE CRACKING AND INCREASE INSPECTION INTERVAL.								
2620 JGVR		ISRAEL 1125				HOSE	BLOCKAGE APU FIRE EXT	9/20/96	96ZZZX5361
*****	THE BLOCKAGE WAS DISCOVERED DURING THE MODIFICATION PROCESS. THE TECHNICIAN HAD CUT THE HOSE ON A BAND SAW, INSTALLED THE SOCKET PORTION OF THE FITTING AND STARTED TO INSTALL THE B-NUT, ONLY 1 OR 2 TURNS. TECH DECIDED TO CHAMFER INSIDE OF HOSE TO ALLOW EASIER INSTALLATION OF FITTING. TECH REMOVED FITTING AND INSERTED A SMALL ROUND FILE INTO OPEN END OF HOSE. THE FILE WOULD NOT PASS THROUGH THE HOSE. AT THIS TIME, NOTED THE INNER HOSE HAD RETRACTED ABOUT .50 INCH FROM THIS CUT-OFF. THE HOSE WAS CUT LENGTHWISE TO EXPOSE THE BLOCKAGE. IT APPEARS THE INNER HOSE WAS TWISTED 90-DEGREES DURING MFG PROCESS CAUSING IT TO KINK AND CLOSE INTERNALLY.								

(End of SIGNIFICANT OCCURRENCE REPORT)

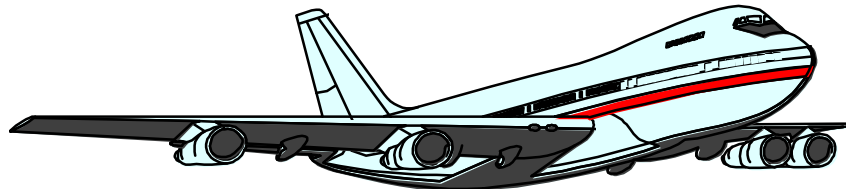
Run Date: 30-Apr-98

FEDERAL AVIATION ADMINISTRATION SIGNIFICANT OCCURRENCE REPORT INDEX

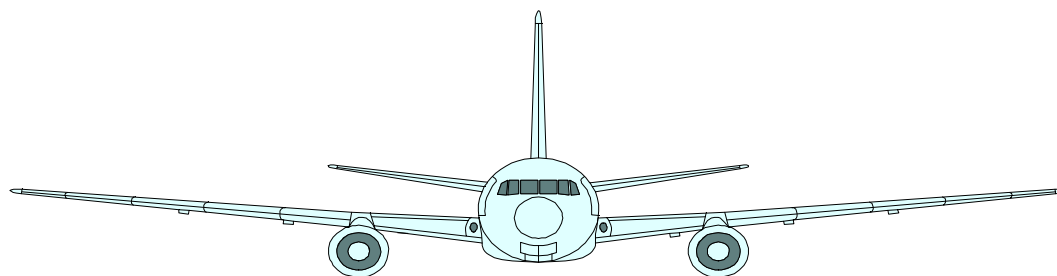
Showing Specific Part Numbers and Aircraft Model by Year

FOR THE PERIOD OF: 4/19/98 To 4/25/98

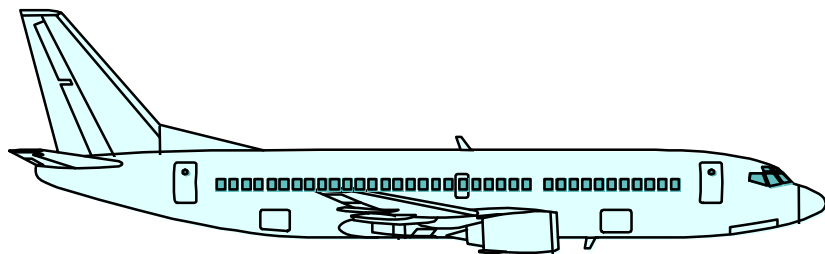
<u>PART NUMBER</u>		<u>TOTAL</u>	<u>YEAR</u>											
<u>PART NAME</u>	<u>ACFT MODEL</u>		<u>1987</u>	<u>1988</u>	<u>1989</u>	<u>1990</u>	<u>1991</u>	<u>1992</u>	<u>1993</u>	<u>1994</u>	<u>1995</u>	<u>1996</u>	<u>1997</u>	<u>1998</u>
505422														
BEARING	727222	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 505422	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
537750														
BOLT	404	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 537750	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
7003975602														
AP CONTL PANEL	ATR72202	1	-	-	-	-	1	-	-	-	-	-	-	-
CONTROLLER	ATR42320	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 7003975602	-----	2	-	-	-	-	1	-	-	-	-	-	-	1
900R2100001103														
DROOP STOP	MD900	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # 900R2100001103	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
AN17522A														
BOLT	172RG	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL of # AN17522A	-----	1	-	-	-	-	-	-	-	-	-	-	-	1
TOTAL for ALL (6) PART NUMBERS: -----		6	-	-	-	-	1	-	-	-	-	-	-	5
END OF SIGNIFICANT OCCURRENCE REPORT INDEX														



DOMESTIC



SERVICE DIFFICULTY REPORT



DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY**4/19/98 - 4/25/98 ISSUE: 98-17 ZAC-326**

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
2561 SCNA	282SC					INFLATION TUBES PO723103	LEAKING LIFE VESTS	5/28/97	SCNA97203
DUE TO UNREPAIRABLE HOLES AND OPEN SEEMS IN INFLATION TUBES, THE FOLLOWING LIFE VESTS WERE REJECTED AT OVERHAUL. REFERENCE SERIAL NUMBERS: P/N: P0723-103, S/N 79014, 62952, 63109, 56284, 81128, 90335 AND 57241. P/N: P0723-101, S/N F12655 P/N: 3505-101, S/N E0805442.									
2210 C2XA *****	86842 286	AEROSP ATR42320				CONTROLLER 7003975602	FAILED AUTOPILOT	8/6/96	C2XA96BT007
BTV - FLT 3689 - DURING CLIMB-OUT, AUTOPILOT KICKED OFF AND RECEIVED STICK SHAKER AND OVERSPEED WARNING. COULD NOT TRIM TO LEFT AND ACFT TRIMMED BY ITSELF TO THE RT. COULD NOT RE-TRIM TO LT WITH ONE-HALF AILERON TRIM TO RT. ACFT RETURNED TO BTV AND LANDED UNEVENTFULLY. FOUND FLT GUIDANCE CONTROLLER FAULTING. REMOVED AND REPLACED FGC IAW 22-16-81. OPS CHECKED GOOD. EWR - FLT 4211 - AFTER TAKEOFF, CREW NOTED SAME PROBLEM PLUS THE SMELL OF ELECTRICAL SMOKE ON LANDING WHILE RETURNING TO EWR. REMOVED AND REPLACED FGC IAW ATR 42 MM 22-16-81, OPS CHECKED GOOD ON GROUND. ALL OTHER DISCREPANCIES WERE FOUND OPERATING NORMALLY. ACFT RELEASED FOR TEST FLIGHT. NO FLIGHT DISCREPANCIES NOTED AND ACFT RELEASED TO									
2424 SIMA	233RM 235	AEROSP ATR42300				GCU 243211	MALFUNCTIONED NR 2	3/18/98	SIMA980771
MSN - FLT 4117 - AIRCRAFT RETURNED TO AIRPORT AFTER BURNING SMELL AND ELEC WARNIG ON CAP. AIRCRAFT LANDED OVERWEIGHT. REPLACED NR 2 ACW GENERATOR GCU AND PERFORMED OVERWEIGHT INSPECTION. NR 2 AC GEN SYSTEM CHECKED GOOD AND NO DISCREPANCIES WERE NOTED ON OVERWEIGHT INSPECTION. A/C WAS RETURNED TO SERVICE. (M)									
3350 SIMA	423MQ 030	AEROSP ATR42300				BULB 167006	LOOSE CABIN	3/29/98	SIMA980881
MKE - FLOOR PROX LIGHTS ROW 5 INOP. ISSUED MEL'D AND RETURNED A/C TO SERVICE. REINSTALLED LIGHT BULB IN SOCKET. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3350 SIMA	223AT 223	AEROSP ATR42300				WIRE	BROKEN CABIN	3/15/98	SIMA9807402
ORD - FLT 4147 - EMERGENCY ESCAPE PATH LIGHT INOP AT SEAT POSITION 3A. ITEM DEFERRED MEL 33-22. SPLICED BROKEN WIRE AND REPLACED BULB IAW STANDARD PRACTICE. OPS CHECK GOOD AT THIS TIME MEL CLEARED AND A/C RETURNED TO SERVICE. (M)									
5411 RAIA	423TE 119	AEROSP ATR42300				FRAME S5421039000751	CRACKED RT ENGINE	3/17/98	RAIA980310
STL - DURING INSPECTION, FOUND RIGHT ENGINE INTERMEDIATE FRAME CRACKED AT INBOARD VERTICAL MEMBER ABOVE ENGINE ISOLATOR MOUNT. MAINTENANCE REPLACED RIGHT ENGINE INTERMEDIATE FRAME. (M)									
2150 RAIA	721TE 217	AEROSP ATR72202				DUCT 38650	FAILED RT PACK	3/24/98	RAIA980315
FLT 7170 - STL - RIGHT PACK FAULTED, CREW SMELLED SMOKE. MAINTENANCE REPLACED RIGHT HEAT EXCHANGER BLEED AIR DUCT. (M)									
3350 ASOA	631AS 362	AEROSP ATR72212				CONNECTOR	LOOSE CABIN	3/5/98	ASOA98022
EXTERIOR EMERGENCY LIGHT AT SERVICE DOOR THAT ILLUMINATES EXIT AREA INOPERATIVE. ATL MAINTENANCE RESEATED CANNON PLUG ON LIGHT POWER SUPPLY. OPERATIONAL CHECKS WERE GOOD AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
3442 SIMA	407AT 407	AEROSP ATR72212				R/T UNIT M158535505	FAILED CABIN	3/27/98	SIMA9806861
CRP - FLT 3716 - DURING FLT TO DFW FROM HRL CREW NOTED SMOKE IN FLIGHT CABIN. CREW DIVERTED INTO CRP. CFR FOLLOW A/C TO GATE. A/C LANDED SAFELY. NOTE SMOKE OCCURED WHEN WX RADAR WAS RESET. RAI RADAR R/T. PERFORMED OPS CHECK GOOD. RETURNED A/C TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

4/19/98 To 4/25/98 ISSUE: 98-17 ZAC-326

ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5315 SIMA	369AT 369	AEROSP ATR72212				FLOORBEAM S5367240725201	CORRODED CABIN		3/31/98 SIMA980903
SAW - DURING CPCP-2 INSPECTION, MAINTENANCE REPORTED THAT THE FLOORBEAM 38 WAS CORRODED OUT OF LIMITS. MAINTENANCE REPAIRED FLOORBEAM 38 IAW SRM 53-00-00 PAGE 498. A/C WAS RETURNED TO SERVICE. (M)									
5320 RAIA	722TE 220	AEROSP ATR72202				FITTING S53971002243	CRACKED FUSELAGE		3/23/98 RAIA980314
STL - DURING LANDING GEAR CHANGE MAINTENANCE FOUND RIGHT SIDE FRAME 27 FUSELAGE FAIRING ATTACH FITTING CRACKED AT STRINGER 14. MAINTENANCE REPLACED RIGHT SIDE FRAME 27 ATTACH FITTING AT STRINGER 14. (M)									
5320 SIMA	369AT 369	AEROSP ATR72212				CHANNEL S5367800826901	CORRODED FRAME 38-39		3/31/98 98ZZM451
SAW - DURING CPCP-2 INSPECTION, MAINTENANCE REPORTED THE SERVICE DOOR CHANNEL BETWEEN FRAME 36 AND 38 CORRODED AND THE FLOOR CHANNEL BETWEEN FRAME 38 AND 39 CORRODED. MAINTENANCE REMOVED AND REPLACED BOTH FLOOR CHANNELS IAW SRM 51-25-02. A/C WAS RETURNED TO SERVICE. (M)									
5320 SIMA	369AT 369	AEROSP ATR72212				CHANNEL S5367800920102	CORRODED FRAME 36-38		3/31/98 SIMA980904
SAW - DURING CPCP-2 INSPECTION, MAINTENANCE REPORTED THE SERVICE DOOR CHANNEL BETWEEN FRAME 36 AND 38 CORRODED AND THE FLOOR CHANNEL BETWEEN FRAME 38 AND 39 CORRODED. MAINTENANCE REMOVED AND REPLACED BOTH FLOOR CHANNELS IAW SRM 51-25-02. A/C WAS RETURNED TO SERVICE. (M)									
5320 SIMA	369AT 369	AEROSP ATR72212				SILL S5367121729402	CORRODED CARGO DOOR		3/29/98 SIMA980882
SAW - DURING CPCP-2 INSPECTION, MAINTENANCE REPORTED THE SERVICE DOOR SILL PLATE AND THE CARGO DOOR SILL PLATE WERE CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED BOTH SILL PLATES IAW SRM 51-25-03. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 SIMA	369AT 369	AEROSP ATR72212				DRAIN TRACK S5367121729801	CORRODED SERVICE DOOR		3/29/98 98ZZM449
SAW - DURING CPCP-2 INSPECTION, MAINTENANCE REPORTED THE PAX DOOR DRAIN TRACK AND THE SERVICE DOOR DRAIN TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED BOTH DRAIN TRACK IAW SRM 51-25-03. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 SIMA	369AT 369	AEROSP ATR72212				SILL S5367131828001	CORRODED CARGO DOOR		3/29/98 98ZZM450
SAW - DURING CPCP-2 INSPECTION, MAINTENANCE REPORTED THE SERVICE DOOR SILL PLATE AND THE CARGO DOOR SILL PLATE WERE CORRODED OUT OF LIMITS. MAINTENANCE REMOVED AND REPLACED BOTH SILL PLATES IAW SRM 51-25-03. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 SIMA	369AT 369	AEROSP ATR72212				DRAIN TRACK S5367121729801	CORRODED PAX DOOR		3/29/98 SIMA980883
SAW - DURING CPCP-2 INSPECTION, MAINTENANCE REPORTED THE PAX DOOR DRAIN TRACK AND THE SERVICE DOOR DRAIN TRACK CORRODED. MAINTENANCE REMOVED AND REPLACED BOTH DRAIN TRACK IAW SRM 51-25-03. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5320 ASOA	635AS 372	AEROSP ATR72212				SUPPORT S5367800821602	CORRODED FUSELAGE		1/31/98 98ZZX1570
DURING C-CHECK INSPECTION, MAINTENANCE REPORTED RT Z-MEMBER CORRODED AT FRAMES 39-41. INSTALLED NEW RT Z-MEMBER IAW ATR 72 SRM 51-25-03. AIRCRAFT RETURNED TO SERVICE.									
5320 ASOA	635AS 372	AEROSP ATR72212				CHANNEL S5367800826801	CORRODED CABIN		1/30/98 98ZZX1563
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED PASSENGER DOOR FLOOR SUPPORT CORRODED FRAMES 38 - 39. REPLACED FLOOR SUPPORT AT PASSENGER DOOR BETWEEN FRAMES 38 AND 39 IAW SRM 51-25-01. AIRCRAFT RETURNED TO SERVICE.									

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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ATA OPER	REG. NO SERIAL NO	ACFT MAKE ACFT MODEL	ENG MAKE ENG MDL	PROP MAKE PROP MDL	COMP MFG COMP MDL	PART NAME PART NUMBER	PART COND PART LOC.	TT TSO	DIFF. DATE OPER CONT NO
5320 ASOA	635AS 372	AEROSP ATR72212				SUPPORT S5367131821600	CORRODED FUSELAGE		1/30/98 98ZZZX1569
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED SERVICE DOOR FLOOR SUPPORT CORRODED FRAMES 38-39. REPLACED FLOOR SUPPORT IAW ATR 72 SRM 51-25-03. AIRCRAFT RETURNED TO SERVICE.									
5320 ASOA	635AS 372	AEROSP ATR72212				SILL S5367131831605	CORRODED SERVICE DOOR		1/25/98 98ZZZX1568
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED SERVICE DOOR SILL PLATE CORRODED. INSTALLED SERVICE DOOR SILL PLATE KIT A01 IAW EO 72-53-0011 AND SB ATR 72-53-1048. AIRCRAFT RETURNED TO SERVICE.									
5320 ASOA	635AS 372	AEROSP ATR72212				FILLER	CORRODED SERVICE DOOR		1/31/98 98ZZZX1567
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED FILLER PLATE ON SILL PLATE CORRODED. FABRICATED AND INSTALLED NEW PLATE IAW BASIC SHEET METAL PRACTICES AND INSTALLED IAW ASA EO 72-43-011. AIRCRAFT RETURNED TO SERVICE.									
5330 SIMA	369AT 369	AEROSP ATR72212				SKIN S5317210100264	DENTED FRAME 5/6		3/31/98 SIMA980902
SAW - DURING CPCP-2 INSPECTION, MAINTENANCE NOTED DENT IN FUSELAGE. LEFT SIDE 36 INCHES BELOW STATIC PORT BETWEEN FRAME 5 AND 6. MAINTENANCE INSTALLED A PATCH IAW SRM 53-00-00 PAGE 410. A/C WAS RETURNED TO SERVICE. (M)									
5330 SIMA	369AT 369	AEROSP ATR72212				SKIN S5317210100264	DENTED FRAME		3/31/98 SIMA980901
SAW - DURING CPCP-1 INSPECTION, MAINTENANCE NOTED DENT IN FUSELAGE. LEFT SIDE AT FRAME 2 AND STRINGER 11. MAINTENANCE REPAIRED THE DENT IAW SRM 53-00-00 FIGURE 422. A/C WAS RETURNED TO SERVICE. (M)									
5347 ASOA	635AS 372	AEROSP ATR72212				SEAT TRACK S5367801212	CORRODED CARGO COMPT		1/31/98 98ZZZX1566
SAW - DURING '4 C' CHECK INSPECTION, MAINTENANCE REPORTED RT AFT CARGO SEAT TRACK CORRODED BEYOND LIMITS. INSTALLED NEW RT AFT CARGO SEAT TRACK IAW ASA EO 72-53-0036. AIRCRAFT RETURNED TO SERVICE.									
5347 ASOA	635AS 372	AEROSP ATR72212				SEAT TRACK S53678001246	CORRODED CABIN		1/30/98 98ZZZX1562
SAW - DURING C-CHECK INSPECTION, MAINTENANCE REPORTED RIGHT INBOARD AFT SEAT TRACK TO BE CORRODED. REPLACED RIGHT AFT INBOARD SEAT TRACK IAW ASA E.O. 72-53-0036. AIRCRAFT RETURNED TO SERVICE.									
5347 ASOA	635AS 372	AEROSP ATR72212				SEAT TRACK S53678001210	CORRODED CABIN		1/31/98 98ZZZX1564
SAW - DURING '4 C' CHECK INSPECTION, MAINTENANCE REPORTED LT FA SEAT TRACK CORRODED. INSTALLED NEW LT FA SEAT TRACK IAW ASA EO 72-53-0035. AIRCRAFT RETURNED TO SERVICE.									
5347 ASOA	635AS 372	AEROSP ATR72212				SEAT TRACK S53678001228	CORRODED CABIN		1/31/98 98ZZZX1565
SAW - DURING '4 C' CHECK INSPECTION, MAINTENANCE REPORTED RT FA SEAT TRACK CORRODED. INSTALLED NEW RT FA SEAT TRACK IAW ASA EO 72-53-0035. AIRCRAFT RETURNED TO SERVICE.									
5347 SIMA	434AT 434	AEROSP ATR72212				SEAT TRACK S53678001210	CORRODED CABIN		3/11/98 98ZZM447
SAW - DURING CPCP-8 INSPECTION, MAINTENANCE REPORTED THE LEFT AFT INBOARD, LEFT AFT OUTBOARD AND THE LEFT AFT FLIGHT ATTENDANT SEAT TRACKS WERE CORRODED. MAINTENANCE REMOVED AND REPLACED THE THREE SEAT TRACKS IAW SRM 51-25-04. A/C WAS RETURNED TO SERVICE. (M)									

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5347 SIMA	434AT 434	AEROSP ATR72212				SEAT TRACK S53678001226	CORRODED CABIN		3/11/98 SIMA980701
SAW - DURING CPCP-8 INSPECTION, MAINTENANCE REPORTED THE LEFT AFT INBOARD, LEFT AFT OUTBOARD AND THE LEFT AFT FLIGHT ATTENDANT SEAT TRACKS WERE CORRODED. MAINTENANCE REMOVED AND REPLACED THE THREE SEAT TRACKS IAW SRM 51-25-04. A/C WAS RETURNED TO SERVICE. (M)									
5347 SIMA	434AT 434	AEROSP ATR72212				SEAT TRACK S53678001224	CORRODED CABIN		3/11/98 98ZZM446
SAW - DURING CPCP-8 INSPECTION, MAINTENANCE REPORTED THE LEFT AFT INBOARD, LEFT AFT OUTBOARD AND THE LEFT AFT FLIGHT ATTENDANT SEAT TRACKS WERE CORRODED. MAINTENANCE REMOVED AND REPLACED THE THREE SEAT TRACKS IAW SRM 51-25-04. A/C WAS RETURNED TO SERVICE. (M)									
7421 ASOA	635AS 372	AEROSP ATR72212	PWA PW127			IGNITERS	MALFUNCTIONED RT ENGINE		3/6/98 ASOA98023
IN CRUISE FLIGHT CSG-ATL, WITH CONTINUOUS RELIGHT ON, RIGHT ENGINE TORQUE DROPPED TO ZERO FOR 8-10 SECONDS. ENGINE RELIT ON ITS OWN AND CONTINUED FOR THE REMAINDER OF THE FLIGHT. UPON LANDING, CONTINUOUS RELIGHT COULD NOT BE EXTINGUISHED. ATL MAINTENANCE BOROSCOPIED THE ENGINE, FOUND NO DEFECTS. REMOVED AND REPLACED HIGH AND LOW PRESSURE FUEL FILTERS AND BOTH IGNITERS. OPERATED DE-ICE SYSTEM AND PERFORMED OPERATED TEST OF IGNITION IN CONTINUOUS RELIGHT MODE WITH NO DEFECTS NOTED. TEST FLIGHT PERFORMED SATISFACTORILY AND THE AIRCRAFT WAS RELEASED FOR FURTHER SERVICE. (M)									
2611 AALA	18066 509	AIRBUS A300B4605R				CONNECTOR	LOOSE AFT LAVATORY		2/14/98 AALA980316
JFK - DURING OVERNIGHT CHECK, AFT LAVATORY SMOKE DETECTOR RED WARNING LIGHT INOPERATIVE. RESECURED LOOSE CONNECTOR FOR AFT LAVATORY SMOKE DETECTOR RED WARNING LIGHT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	80058 466	AIRBUS A300B4605R				CONNECTOR	DEFECTIVE CABIN		3/23/98 AALA980558
JFK - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTS AT SEAT ROWS 15B AND AFT TO MID CABIN INOPERATIVE. REPAIRED EMERGENCY EXIT FLOOR PATH LIGHT CONNECTOR AT SEAT ROW 15B. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	40064 507	AIRBUS A300B4605R				CONNECTOR	DEFECTIVE CABIN		3/21/98 AALA980551
JFK - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTING AT L4 DOOR INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHT CONNECTOR AT L4 DOOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	70074 517	AIRBUS A300B4605R				RELAY KD4A017	DEFECTIVE CABIN		2/25/98 AALA980256
JFK - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHTS DISARM ANNUNCIATOR ON WITH SWITCH IN ARM POSITION. REPLACED RELAY 1XX. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	3075A 606	AIRBUS A300B4605R				WIRE	DEFECTIVE CABIN		3/26/98 AALA980604
JFK - DURING OVERNIGHT MAINTENANCE CHECK, EMERGENCY ESCAPE PATH LIGHTS INOPERATIVE SEAT ROWS 21H THROUGH 25H. REPLACED FLAT WIRE FROM WALL CONNECTOR TO EMERGENCY ESCAPE PATH LIGHT ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	14077 612	AIRBUS A300B4605R				LIGHT	DEFECTIVE CABIN		2/8/98 AALA980270
JFK - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR TRACT LIGHTING AT R4 DOOR INOPERATIVE. REPLACED EMERGENCY EXIT LIGHT STRIP AT 4R DOOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	7083A 645	AIRBUS A300B4605R				LIGHT	BROKEN CABIN		2/11/98 AALA980304
MIA - FLT 988 - DURING PREFLIGHT, CREW REPORTED EMERGENCY EXIT FLOOR TRACK LIGHTING PULLED LOOSE AND INOPERATIVE AT SEAT ROW 23 THROUGH 26. REPLACED EMERGENCY EXIT FLOOR LIGHT STRIP AT SEAT ROWS 23 THROUGH 26. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	7083A 645	AIRBUS A300B4605R				WIRE	DAMAGED CABIN		3/14/98 AALA980494
MIA - FLT 1819 - DURING GROUND OPERATIONS THE OUTBOUND CREW REPORTED THE EMERGENCY EXIT FLOOR PATH LIGHTING FORWARD OF PASSENGER SEAT 3R WAS MISSING. REPLACED EMERGENCY EXIT FLOOR PATH LIGHTING STRIP FROM PASSENGER SEAT 3R FORWARD DUE TO 20 FEET OF WIRE BEING DAMAGED. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
5210 FDEA	657FE 748	AIRBUS A300F4605R				DOOR	NOT SEALED PAX COMPT		4/14/98 98FDEA00267
PASSING FL 330 IN THE CLIMB MAIN DECK DOOR LIGHT ILLUMINATED. CABIN BEGAN TO DEPRESSURIZE. PASSING FL 190 IN THE DESCENT DOOR INDICATED NORMAL. ALL CABIN DOORS, OPENED AND INSPECTED MAIN CARGO DOOR SEALS, FOUND OK. CLOSED INDICATOR LIGHTS OK. NO DAMAGE FOUND. PRESSURIZED A/C TO .2 DIFFERENTIAL. NO DOOR WARNING INDICATION.									
5311 AALA	11060 470	AIRBUS A300B4605R				FRAME	CORRODED FRAME 28		3/24/98 AALA980627
TUL - FOUND CORROSION ON TOP OF FRAME 28 BETWEEN SEAT TRACK NR 9 AND NR 10. INSTALLED DOUBLER ANGLE PER SRM 51-71-50, ALODINED, PRIMED AND PAINTED, BLENDED AREA AND DOUBLER PER SRM 51-22-00. (M)									
5313 AALA	11060 470	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 69		3/25/98 AALA980628
TUL - FOUND STRINGER 49L HAS CORROSION AT FRAME 69. REMOVED CORRODED SECTION OF STRINGER. INSTALLED NEW SECTION AND DOUBLER TO STRINGER 49L PER SRM 53-10-14. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED CARGO COMPT		3/6/98 AALA980460
TUL - STRINGER 56 RT HAS CORROSION LOWER FLANGE AROUND FASTENER. REMOVED CORROSION, INSTALLED SPLICES PER SRM 53-10-14-2. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED BS 1938-4040		3/7/98 AALA980461
TUL - FOUND CORROSION ON STRINGER 55RT BETWEEN FRAME 59 TO FRAME 61. FABRICATED AND DRILLED SPLICE PIECES (DOUBLER) AND INSTALLED PER SRM 53-10-14-2 TREATED PRIMED AND PAINTED. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 72-73		3/25/98 AALA980629
TUL - FOUND CORROSION ON LOWER ANGLE OF STRINGER 55 FROM FRAME 72-73. REPAIRED STRINGER PER E20 30575, DATED 3-24-98. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED CABIN		3/7/98 AALA980462
TUL - FOUND STRINGER SPLICE AND STRINGER 51L FORWARD SIDE OF FRAME 65 HAS CORROSION. REMOVED AND REPLACED STRINGER END SPLICE WITH NEW PART PER SRM 51-72-10-0. (M)									
5313 AALA	14061 471	AIRBUS A300B4605R				STRINGER	CORRODED FRAME 54		3/21/98 AALA980576
TUL - FOUND STRINGER 56L UNDER FRAME 54.2 HAS CORROSION. REMOVED CORROSION PRIMED AND TREATED. INSTALLED DOUBLER IAW SRM 53-10-14. (M)									
5315 AALA	11060 470	AIRBUS A300B4605R				FLOORBEAM	CORRODED FRAME 67		3/20/98 AALA980561
TUL - FOUND CORROSION ON FLOORBEAM AT FRAME 67 BETWEEN TRAYS NR 1 AND NR 2. REMOVED AND REPLACED FLOORBEAM AT FRAME 67 BULK CARGO FLOOR BETWEEN TRAYS 1 AND 2 PER SRM 53-10-15. (M)									

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5315 AALA	11060 470	AIRBUS A300B4605R				FLOORBEAM	CORRODED FRAME 66-69		3/20/98 AALA980560
TUL - LARGE AREAS OF CORROSION BETWEEN FRAME 66 AND FRAME 69 LEFT SIDE OF BULK CARGO FLOORBEAM. REMOVED AND REPLACED BULK CARGO FLOORBEAM BETWEEN FRAME 66 AND 69 LEFT SIDE PER SRM 53-10-15. (M)									
5315 AALA	14061 471	AIRBUS A300B4605R				FLOORBEAM	CORRODED CARGO COMPT		3/10/98 AALA980487
TUL - FOUND CORROSION ON FLOORBEAM AT FRAME 58 UNDER NR 3 AND NR 4 ROLLER TRAYS. SPLICE IN NEW SECTION OF FLOORBEAM PER SRM 53-10-15-2. (M)									
5320 AALA	11060 470	AIRBUS A300B4605R				SUPPORT	CORRODED FRAME 71-72		3/20/98 AALA980565
TUL - FLOORBOARD SUPPORT IS CORRODED BETWEEN FRAME 71 AND 72 AT TRACK NR 7. BLENDED OUT CORROSION AND INSTALLED REPAIR STRAP PER AARD 53-20-00-02. (M)									
5320 AALA	11060 470	AIRBUS A300B4605R				SUPPORT	CORRODED FRAME 15		3/19/98 AALA980526
TUL - FOUND CORROSION OF LAST 19 INCHES OF SECTION. INSTALLED STRAP ON FLOORBOARD SUPPORT PER AARD 53-20-00-2 PAGE 1. (M)									
5320 AALA	11060 470	AIRBUS A300B4605R				SUPPORT	CORRODED FRAME 72		3/19/98 AALA980562
TUL - FLOOR SUPPORT CORRODED AT FRAME 72 BY TRACK NR 7. FABRICATED AND INSTALLED STRAP REPAIR PER AARD 53-20-00-02. (M)									
5320 AALA	11060 470	AIRBUS A300B4605R				SUPPORT	CORRODED FRAME 72-73		3/20/98 AALA980563
TUL - FLOOR SUPPORT CORRODED AT TRACK NR 6 BETWEEN FRAME 72 AND 73. BLENDED OUT CORROSION AND INSTALLED STRAP REPAIR PER AARD 53-20-00-02. (M)									
5320 AALA	11060 470	AIRBUS A300B4605R				SUPPORT	CORRODED FRAME 74		3/23/98 AALA980586
TUL - FLOOR SUPPORT CORRODED FWD FRAME 74 BETWEEN TRACKS 6 AND 7. BLENDED OUT CORROSION AND REPAIRED DAMAGE ON FRAME 74 BETWEEN TRACKS 6 AND 7 PER SRM 53-20-00-2. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				SPLICE	CORRODED CARGO COMPT		3/7/98 AALA980463
TUL - FOUND STRINGER SPLICE 51L FORWARD OF FRAME 65 HAS CORROSION. REMOVED AND REPLACED STRINGER SPLICE 51L PER SRM 51-72-10-0. (M)									
5320 AALA	14061 471	AIRBUS A300B4605R				END CAP	CORRODED CARGO COMPT		3/10/98 AALA980486
TUL - FOUND CORROSION ON STRINGER 57 END CAP BETWEEN FRAME 65 AND 66. REMOVED AND REPLACED STRINGER END CAP PER SRM 51-72-20. (M)									
5320 AALA	59081 639	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		3/7/98 AALA980464
TUL - R-4 DOOR FLOORBOARD SUPPORT INBOARD CORNER EXFOLIATED AROUND FASTENER HOLE BETWEEN FRAMES 75 AND 76 AS VIEWED FROM BOTTOM. REPLACED FLOORBOARD SUPPORT BETWEEN FRAME 75 AND 76 PR SRM 51-72-10-0. (M)									
5320 AALA	59081 639	AIRBUS A300B4605R				SILL	CORRODED CARGO DOORWAY		3/6/98 AALA980446
TUL - FOUND CORROSION ON FORWARD AND LOWER DOOR SILL BULK CARGO DOOR CUTOUT. REMOVED AND REPLACED LOWER FORWARD DOOR STRAP PER SRM 53-13-13 PAGE 202. (M)									

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5320 AALA	59081 639	AIRBUS A300B4605R				SUPPORT	CORRODED CABIN		3/5/98 AALA980445
TUL - DURING C-CHECK, FOUND CORROSION ON CABIN FLOOR SUPPORT NR 9 BETWEEN FRAMES NR 13 AND NR 15 TWO FEET INBOARD OF R1 DOOR. REMOVED AND REPLACED FLOOR SUPPORT PER SRM 51-72-10, AND SRM 51-21-00-0. (M)									
5320 AALA	59081 639	AIRBUS A300B4605R				SUPPORT	CORRODED BS 1163-1212		3/10/98 AALA980484
TUL - DURING C-CHECK, FOUND CORROSION ON NR 6 FLOOR SUPPORT AT FRAME 15 IN FORWARD CABIN. REMOVED CORROSION AND INSTALLED REPAIR STRAPS PER AARD 53-20-00-2 AND ESO 30595 DATED 3-9-98. (M)									
5347 AALA	11060 470	AIRBUS A300B4605R				SEAT TRACK	CORRODED FRAME 28		3/24/98 AALA980588
TUL - FOUND CORROSION ON TRACK NR 10, 4 INCHES FORWARD OF FRAME 28. INSTALLED TRACK NR 10 FROM FRAME 26-30 PER SRM 51-72-10-0. (M)									
5347 AALA	11060 470	AIRBUS A300B4605R				TRACK	CORRODED FRAME 31		3/23/98 AALA980587
TUL - TRACK 3A LAV SUPPORT TRACK HAS CORROSION IN AROUND 3 LAVATORY BOLT HOLES AND ON TOP OF TRACK. REMOVED CORRODED TRACK AND LAVATORY SUPPORT BOLT HOLE BLOCKS AND REPLACED WITH NEW PER SRM 51-72-10-0 AND 51-21-00-0. (M)									
5347 AALA	11060 470	AIRBUS A300B4605R				SEAT TRACK	CORRODED FRAME 14-18		3/20/98 AALA980547
TUL - FOUND CORRODED SEAT TRACK NR 6. REMOVED AND REPLACED THE SECTION OF SEAT TRACK NR 6 PER SRM 51-72-10-0. (M)									
5347 AALA	11060 470	AIRBUS A300B4605R				SEAT TRACK	CORRODED FRAME 31		3/26/98 AALA980634
TUL - FOUND CORROSION ON SEAT TRACK NR 8 BETWEEN FRAME 29 AND 33. REMOVED CORRODED SECTION OF TRACK NR 8 AND FABRICATED NEW SECTION AND INSTALLED DOUBLERS PER SRM 51-72-10-0 AND ESO 30595 DATED 3/25/98. (M)									
5347 AALA	11060 470	AIRBUS A300B4605R				SEAT TRACK	CORRODED FRAME 73-74		3/20/98 AALA980564
TUL - THE SMALL SEAT TRACK INBOARD OF R-4 DOOR IS CORRODED BETWEEN 73 FRAME AND 74 FRAME TRACK 9. REMOVED AND REPLACED SEAT TRACK LOCATED AT TRACK 9 BETWEEN FRAME 73 AND 74 PER SRM 51-77-10-0. (M)									
5347 AALA	11060 470	AIRBUS A300B4605R				SEAT TRACK	CORRODED FRAME 78		3/23/98 AALA980585
TUL - FOUND CORROSION AROUND FLOORBOARD MOUNT HOLE ON NR 7 TRACK JUST AFT OF FRAME 78. BLENDED OUT CORROSION AND INSTALLED STRAP DOUBLER PER AARD 53-20-00-02. (M)									
5347 AALA	14061 471	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		3/9/98 AALA980473
TUL - FOND CORROSION NR 10 SEAT TRACK BETWEEN FRAME 27 AND 28. INSTALLED NEW SEAT TRACK PER AARD 51-10-00-3 AND 51-20-00-1 AND SRM 51-10-00-0 AND 53-10-16-2 AND 51-10-00-1 AND 51-22-00. (M)									
5347 AALA	14061 471	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		3/9/98 AALA980481
TUL - FOUND CORROSION UNDER LAV 'M' SUPPORT, CENTER BEAM AT FRAME 31 AND 32. REPLACED CORRODED SEAT TRACK STRUCTURE PER SRM 51-10-00-0, 53-10-16-2, 53-10-00-1, 51-22-00. (M)									

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5347 AALA	14061 471	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		3/10/98 AALA980488
TUL - FOUND SEAT TRACK NR 3 BETWEEN FRAME 31 AND 32 HAS DEEP CORROSION. INSTALLED NEW SEAT TRACK FROM FRAME 25 - FRAME 33 PER AARD 51-10-00-3 AND 51-70-00-1 AND 51-40-00-1 AND SRM 51-21-20 AND 51-22-00 AND 51-24-00 AND 51-72-10-0 AND 51-40-30 AND 53-10-16-2. (M)									
5347 AALA	14061 471	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		3/6/98 AALA980466
TUL - NR 7 SEAT TRACK CORRODED BETWEEN FRAME 15 AND 16. NR 7 SEAT TRACK CORRODED BETWEEN FRAME 16 AND 16A. REPLACED NR 7 SEAT TRACK FROM FRAME 15A TO FRAME 19 PER SRM 51-72-10-0. (M)									
5347 AALA	14061 471	AIRBUS A300B4605R				ROLLER TRAY	CORRODED FRAME 58		3/26/98 AALA980630
TUL - NR 6 FORWARD ROLLER TRAY SEGMENT CORRODED FRAME 58 SPLICE. REPLACED ROLLER TRAY SECTION REF AARD 51-10-00-3, TREATED, PRIMED AND PAINTED REF SRM 51-21-00-0. (M)									
5347 AALA	14061 471	AIRBUS A300B4605R				ROLLER TRAY	CORRODED FRAME 56		3/26/98 AALA980631
TUL - NR 6 ROLLER TRAY AT FRAME 56, FORWARD TRAY CORRODED AT FASTENER AT FRAME 56. ROLLER TRAY REPLACED, REF AARD 51-10-00-3, TREATED PRIMED AND PAINTED TRAY REF SRM 51-21-00-01. (M)									
5347 AALA	59081 639	AIRBUS A300B4605R				SEAT TRACK	CORRODED CABIN		3/10/98 AALA980485
TUL - FOUND CORROSION ON SEAT TRACK 6 INCH AFT OF FRAME 15A, 18 INCHES RT OF CENTER LINE. REPAIRED PER ESO30595, DATED 3-9-98, INSTALLED STAINLESS STRAP. (M)									
5347 AALA	59081 639	AIRBUS A300B4605R				FLOOR TRACK	CORRODED BS 1153-1163		3/10/98 AALA980483
TUL - DURING C-CHECK, FOUND CORROSION FLOOR TRACK NR 4 AT FRAME 14 IN FORWARD CABIN. REMOVED CORROSION AND INSTALLED REPAIR STRAPS PER AARD 53-20-00-2 AND ESO 30595, DATED 3-9-98. (M)									
5347 AALA	59081 639	AIRBUS A300B4605R				SEAT TRACK	GOUGED CABIN		3/6/98 AALA980465
TUL - DURING C-CHECK, FOUND GOUGE IN NR 8 SEAT TRACK AT FRAME NR 31 IN FORWARD CABIN. BLENDED OUT DAMAGED AREA AND REPAIRED PER ESO 30595 DATED 3-4-98. (M)									
2920 AWXA	628AW 67	AIRBUS A320231				RELAY E0245115B0	FAILED RAM AIR TURBINE		4/2/98 AWXA9800089
RAM AIR TURBINE DEPLOYED ON ITS OWN ON CLIMBOUT. FOUND BOTH RELAYS 17XE AND 18 XE BAD, REPLACED BOTH. PERFORMED RAT AUTO DEPLOYMENT AND INSPECTION PER AWA TASK CARD NR F2C29301, STEP 3, FUNCTION TEST GOOD.									
3350 NWAA	311US 125	AIRBUS A320211				POWER SUPPLY 321454	INOPERATIVE CABIN	12154 8247	3/28/97 9706613211
DURING LINE MAINTENANCE TEST, THE AFT LEFT EMERGENCY POWER SUPPLY FAULTED. REPLACED EPSU. OPERATIONAL CHECK OK.									
3350 NWAA	312US 152	AIRBUS A320211				WIRE	BROKEN CABIN		3/28/97 9706603212
DURING LINE MAINTENANCE, FOUND THE FIRST CLASS EMERGENCY LIGHTS INOPERATIVE. REPAIRED BROKEN WIRE AT SEAT TRACK BETWEEN SEATS 1AB AND 2AB. OPERATIONAL CHECK OK.									
3350 NWAA	328NW 298	AIRBUS A320211				WIRE	BROKEN CABIN		3/28/97 9706593228
DURING LINE MAINTENANCE, THE EMERGENCY PATH LIGHTS, AT ROWS 23 AND 24, WERE INOPERATIVE. REPAIRED BROKEN WIRE AT SEAT TRACK COVER. OPERATIONAL CHECK OK.									

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3350 NWAA	332NW 319	AIRBUS A320211				WIRE	SHORTED CABIN		6/2/97 9710553232
DURING LINE MAINTENANCE, THE EMERGENCY ESCAPE PATH LIGHTS AT SEAT ROWS 14, 15, 16, 19, 20, 21,25, 26, AND 27 WERE FOUND INOPERATIVE. REPAIRED SHORTED WIRE IN SEAT TRACK AT ROW 26 AND REPLACED EPSU (110WL2), OPERATIONAL CHECK OK.									
3350 AWXA	622AW 054	AIRBUS A320231				BATTERY 321430	DISCHARGED CABIN		3/29/97 AWXA9700207
DURING ROUTINE MAINTENANCE CHECK, FOUND RED EMERGENCY EXIT LIGHT, ON SEATS BY OVERWING EXITS, ARE INOP. REMOVED AND REPLACED BATTERY PACK AT POWER SUPPLY 12WL. OPS CHECKS GOOD.									
7261 NWAA	309US 118	AIRBUS A320211				OIL LINE	CRACKED NR 1 ENGINE		4/17/98 9806943209
DURING CRUISE, AFT CARGO SMOKE INDICATION ILLUMINATED. CREW DISCHARGED CARGO FIRE EXTINGUISHER, DECLARED AN EMERGENCY, DIVERTED TO JAX, AND LANDED WITHOUT INCIDENT. NO INDICATION OF FIRE OR SMOKE IN AFT CARGO COMPARTMENT UPON INSPECTION BY FIRE FIGHTING CREW. MAINTENANCE TROUBLESHOOTING REVEALED NO DISCREPANCIES. THE NR 1 ENGINE WAS PREVIOUSLY REPLACED DUE TO A CRACKED OIL LINE INDUCING OIL INTO THE PNEUMATIC SYSTEM CONSEQUENTLY CREATING SMOKE IN THE CABIN.									
7261 NWAA	309US 118	AIRBUS A320211	CFMINT CFM565A1			OIL SYST	LEAKING NR 1 ENGINE		4/15/98 9806663209
SHORTLY AFTER TAKEOFF, FLIGHT CREW NOTICED A BURNING SMELL AND LIGHT SMOKE HAZE THROUGHOUT THE AIRCRAFT. AIRCRAFT RETURNED TO DEPARTURE AIRPORT. MAINTENANCE FOUND INTERNAL OIL LEAK IN NR 1 ENGINE. REPLACED THE NR 1 ENGINE.									
7711 Y2PA	826AA 67	AMD FALCON20C5				EPR SENSE LINE S145000000080	LEAKING RT ENGINE		8/13/96 Y2PA96064
ELP - FLT 18389 - TAKEOFF ABORTED WHEN RIGHT ENGINE DID NOT MAKE EPR DURING TAKEOFF ROLL. NO EMERGENCY PROCEDURES REQUIRED. FOUND EPR SENSE HOSE LEAKING IN RIGHT ENGINE NACELLE. A NEW HOSE WAS INSTALLED AND THE ENGINE WAS RUN-UP. A POWER ASSURANCE CHECK WAS PERFORMED IAW USA JET AIRLINES WORK CARD P001R. NO DEFECTS WERE NOTED. (X)									
2710 A6WA	612AW E3122	BAG BAE146300A				BRACKET	WORN RIGHT AILERON		1/22/97 97ZZZM436
RIGHT AILERON INTERCONNECT CABLE CHAFING CABLE GUARD AND PULLEY BRACKET OF AILERON TRIM SYSTEM, ABOVE NR 4 FLAP TRACK. BRACKET AND CABLE ARE WORN. REPLACED ABOVE RIGHT AILERON INTERCONNECT PULLEY BRACKET W/C'S FOR WORN GUARD, DISTANCE TUBE AND RIGGING CHECKS.									
2910 A6WA	610AW E2082	BAG BAE146200A				HYD LINE SA7670006123	LEAKING GREEN HYD SYSTEM		1/18/97 97ZZZM448
TWENTY MINUTES INTO FLIGHT, HYDRAULIC LOOK UP AND GREEN HYDRAULIC QTY LIGHT CAME ON, GREEN QTY FELL TO .125. INSPECTED RIGHT MAIN GEAR RETRACTION LINE TO CYLINDER (FLEX) LEAKING. INSTALLED A FLEX LINE (REPLACEMENT) TO RETRACT CYLINDER, PRESSURE CHECK OK, SERVICED HYD.									
5260 A6WA	612AW E3122	BAG BAE146300A				AIRSTAIR	CORRODED CABIN		1/2/97 97ZZZM445
FORWARD AIRSTAIR 1 STEP CORRODED (TOP). REPLACED STEP.									
5320 A6WA	606AW E2033	BAG BAE146200A				BOLTS	TOO LONG WING/FUSELAGE		10/30/96 97ZZZM449
FUSELAGE BOLT LOOSE AT RIGHT WING FORWARD SPAR. CHECK TORQUE ON THREE OTHER IN THAT SAME ROW. REPLACED 2 BOLTS FOUND TO BE TOO LONG. CHECK TORQUE ON REMAINING 3, CHECK OK. WITCOBOND 2 REPLACEMENT BOLTS, HOLES WITHIN LIMITS. AFT OF FR 26 WING TO FUSELAGE CLOSING ANGLE. (
5320 A6WA	612AW E3122	BAG BAE146300A				BOLT	CRACKED FUSELAGE		1/14/97 97ZZZM442
LEFT FRAME 29, AT STRINGER 12, BOTTOM BOLT AT WING ATTACH LUG NUT APPEARS TO BE SPINNING. REMOVED BOLT, FOUND HEAD CRACKED AT BOLT SHANK, BOLT CRACKED AT HEAD. REMOVED AND REPLACED BOLT PER SRM.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5320 A6WA	612AW E3122	BAG BAE146300A				INTERCOSTAL	CRACKED CABIN		1/3/97 97ZZZM444
AFT VEST FLOOR STRUCTURE BETWEEN FRAMES 41-43, CENTER INTERCOSTAL CRACKED UNDER GUSSET PLATE. INSTALLED REPAIR IAW SRM 51-71-11 PAGE 7 AND INSTALLED GUSSET PLATE.									
5320 A6WA	612AW E3122	BAG BAE146300A				SILL PLATE	CORRODED PAX DOOR		12/28/96 97ZZZM446
FORWARD SILL PLATE ON AFT PASSENGER DOOR CORRODED. REMOVED AND REPLACED FORWARD SILL PLATE AT AFT PASS DOOR.									
5320 A6WA	612AW E3122	BAG BAE146300A				MEMBRANE	CRACKED AFT FUSELAGE		1/14/97 97ZZZM443
AFT FUSELAGE 'AIRBRAKE BAY UPPER MEMBRANE IS CRACKED AT RIGHT LOWER CORNER 36.5 INCH INBOARD OF RIGHT LOWER CORNER. REPAIRED AIRBRAKE BAY UPPER MEMBRANE AT RIGHT SIDE IAW AVRO DRAWING JM/RJO491-96.									
5320 A6WA	612AW E3122	BAG BAE146300A				SILL	CORRODED SERVICE DOOR		1/20/97 97ZZZM437
RIGHT AFT SERVICE DOOR ENTRY SILL PLATE HAS A COUPLE OF SPOTS OF CORROSION IN THE RADIUS OF THE INNER FLANGE. REPLACED SILL PLATE AT AFT SERVICE DOOR.									
5530 A6WA	612AW E3122	BAG BAE146300A				RIB	CHAFED VERTICAL STAB		1/17/97 97ZZZM438
VERTICAL STABILIZER LEADING EDGE STRUCTURE BEHIND ACCESS NR 325AL AND AR HAS TWO HOT AIR LINES PASSING THROUGH A DIAPHRAMS LIGHTNING HOLE AND CHAFING ON BOTH LEFT AND RIGHT SIDES. RIGHT SIDE HAS FLANGE OF HOLE WORN AWAY. REPAIRED VERTICAL STABILIZER LEADING EDGE RIG 1 ASSEMBLY IAW JM/RJ0038-97.									
5720 A6WA	612AW E3122	BAG BAE146300A				COVERS	MISDRILLED RT WING		1/16/97 97ZZZM439
UPON REMOVAL OF MANHOLE COVER, RIB 2 RIGHT WING SEVERAL BOLTS WOULD NOT REMOVE UPON DRILLING BOLTS OUT, DRILL OUT OF ALIGNMENT ON 3 BOLTS CAUSED ELONGATION 3 HOLES RIB 2. DRILLED HOLES A, B, AND C TO ACCOMMODATE BUSHINGS, MANUFACTURED BUSHINGS FROM 7075-T61. INSTALLED BUSHINGS PER FAXES AVOR JM/RJ00 45-97 AND DJR/RJ0055-97 ON RIB 2 RIGH WING.									
5720 A6WA	612AW E3122	BAG BAE146300A				JO-BOLT	LOOSE CTR WING TANK		1/15/97 97ZZZM440
COMPLIED WITH A PERMANENT REPAIR TO LOOSE JO-BOLT FASTENERS INSIDE THE WING TANK CENTER SECTION AT RIB 0 AND RIB 2. AT THIS TIME THE LOOSE FASTENERS WERE MARKED WITH DYE. COMPLIED WITH JO-BOLT, REMOVED AND REPLACED AT WING CENTER SECTION RIB 0 PLUS 2 LEFT RIGHT PER INST.									
5753 A6WA	612AW E3122	BAG BAE146300A				FLAP TRACK	WORN NR 3 TE FLAP		1/15/97 97ZZZM441
LEFT NR 3 FLAP TRACK TAB ROD TO CROSSHEAD PIVOT PIN INDICATES CRACKED SSI 57-55-123, SLEEVE ALSO WORN. INSTALLED NR 3 LEFT FLAP TRACK TO CROSSHEAD PIVOT BOLT ASSEMBLY WITH NEW BOLT AND SLEEVE.									
7310 A6WA	612AW E3122	BAG BAE146300A	LYC ALF502R5			MANIFOLD	FAILED NR 2 ENGINE		12/12/96 97ZZZM447
***** INSPECTED FUEL MANIFOLD FOR EVIDENCE OF SOOT AND DISCOLORATION IND. FUEL FIRE, PERFORMED ET INSPECTION OF 5TH SCALLOP FROM TOP FOR CRACKS IAW TEXTRON SPEC PROCEDURE. PERFORMED DV INSPECTION OF RT FUEL MANIFOLD, S/N 863. FOUND A SMALL VISUAL IND IN THE 5TH SCALLOP . W/C GENERATED FOR REMOVAL OF THE RT FUEL MANIFOLD.									
2420 VTZA	475UE 850	BAG JETSTM3201				WIRE XB157	LOOSE TERMINAL BLOCK		3/13/98 VTZA98130
FLT 6350 - IAD-EWR - AIRCRAFT ABORTED TAKEOFF DUE TO LT RED INVERTER AND RT AC MAIN CAPTION WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REPAIRED WIRE NEAR TERMINAL BLOCK T2BC, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									

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2422	475UE	BAG				STATIC INVERTER	FAILED		3/13/98
VTZA	850	JETSTM3201				IR3501B12	RIGHT		VTZA98129
FLT 6350 - IAD-EWR - ABORTED TAKEOFF DUE TO LEFT RED INVERTER AND RT AC MAIN CAPTION WARNIGN LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RT STATIC INVERTER, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
2913	475UE	BAG				PUMP	FAILED		3/8/98
VTZA	850	JETSTM3201				PV304426	RT ENGINE		VTZA98115
FLT 6330 - IAD-PIT - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO RIGHT HYDRAULIC PUMP PRESSURE DROPPED TO ZERO. MAINTENANCE INSPECTED AND REMOVED AND REPLACED HYDRAULIC PUMP, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3060	473UE	BAG				BRUSH BLOCK	FAILED		3/18/98
VTZA	828	JETSTM3101				666000218	LT PROP		VTZA98135
FLT 6261 - IAD-EWR - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LEFT PROP HEAT FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED LEFT PROP BRUSH BLOCK, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3240	490UE	BAG				PRESS IND	FAILED		3/8/98
VTZA	909	JETSTM3201				S214149	LT BRAKE		VTZA98120
FLT 6564 - GSO-IAD - DURING APPROACH, AIRCRAFT MADE AN SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS LEFT BRAKE PRESSURE GAUGE INDICATED 200 PSI WITH NO PRESSURE APPLIED, AIRCRAFT LANDED AND WENT TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 55808, MEL 32-1 ON GAUGE. MAINTENANCE CLOSED DMI 55808 ON 3-9-98 BY REMOVING AND REPLACING GAUGE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3244	490UE	BAG				TIRE	REQ'D SERVICE		3/13/98
VTZA	909	JETSTM3201					NLG		VTZA98128
FLT 6564 - GSO-IAD - ABORTED TAKEOFF DUE TO EXTREME PULL TO LEFT. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND SERVICED NOSE TIRE AND PERFORMED HIGH SPEED TAXI. OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3425	474UE	BAG				ADI	FAILED		3/8/98
VTZA	849	JETSTM3201				4020531574	LEFT		VTZA98116
FLT 6312 - IAD-JFK - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO LEFT ADI WOULD NOT COME ON LINE. MAINTENANCE INSPECTED AND REMOVED AND REPLACED ADI, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3442	471UE	BAG				RT UNIT	FAILED		3/8/98
VTZA	821	JETSTM3201				6224022001	FWD FUSELAGE		VTZA98114
FLT 6379 - IAD-SYR - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO WEATHER RADAR WENT INOP DURING TAXI. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RADAR RT AND RADAR SCREEN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3442	471UE	BAG				INDICATOR	FAILED		3/8/98
VTZA	821	JETSTM3201				6225941001	FUSELAGE		98ZZZM445
FLT 6379 - IAD-SYR - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO WEATHER RADAR WENT INOP DURING TAXI. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RADAR RT AND RADAR SCREEN, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
3445	494UE	BAG				TCAS	FAILED		3/8/98
VTZA	810	JETSTM3201				066500012704	COCKPIT		VTZA98118
FLT 6377 - IAD-CRW - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO VIS SCREEN WENT BLANK. MAINTENANCE INSPECTED AND REMOVED AND REPLACED TCAS/VSI, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
5270	489UE	BAG				SWITCH	DIRTY		3/8/98
VTZA	908	JETSTM3201				JE5	PAX DOOR		VTZA98117
FLT 6357 - IAD-RDU - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBED LOWER MICROSWITCH. OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									

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5270 VTZA	489UE 908	BAG JETSTM3201				SWITCH JE5	DIRTY PASSENGER DOOR		3/7/98 VTZA98119
FLT NR 6452 - IAD-ROC - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO PASSENGER DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT LANDED AT IAD AND RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED AND LUBED PASSENGER DOOR HANDLE MECHANISM AND MICROSWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
6114 WTAA	424UE 796	BAG JETSTM3101		ROTOL R333482F12		DOME SEAL 7503503AF	FAILED RT PROPELLER		3/25/98 WTAA980054
SNA - SMOKE ODOR REPORTED IN CABIN DURING TAXI OUT. RIGHT ENGINE OIL CAPTION LIGHT ILLUMINATED SUBSEQUENT TO REPORTED ODOR. CREW SHUT ENGINES DOWN AND DEPLANED PASSENGERS. MAINTENANCE DISCOVERED OIL SOURCE OF SMOKE ODOR TO BE FROM FAILED RT PROPELLER DOME SEAL. REPLACED SEAL. AIRCRAFT RETURNED TO SERVICE. (X)									
6140 VTZA	370MT 800	BAG JETSTM3201				PRESS SWITCH 8659566	FAILED RT ENGINE		3/10/98 VTZA98125
FLT 6151 - IAD-PHF - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE TO RT BETA WARNIGN LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED RT PRESSURE SWITCH. OPS CHECK OK. AIRCRAFT WAS RELEASED AND RETURNED TO SERVICE. (M)									
7712 REXA	315PX 685	BAG JETSTM3101				CONNECTOR	DIRTY LT TQ GAUGE		3/25/98 REXA98080
LEFT TORQUE GAUGE SPIKED WHILE TAXIING. CLEANED TORQUE BRIDGE CANNON PLUG GROUND. OPS CHECK GOOD. (M)									
7712 REXA	315PX 685	BAG JETSTM3101				TQ SIGNAL COND	OUT OF ADJUST RT ENGINE		3/24/98 REXA98079
RIGHT TORQUE GAUGE SPIKES WITH NO POWER ADVANCEMENT. CALIBRATED TORQUE SIGNAL CONDITIONER. PERFORMED GROUND RUNS, NO DEFECT NOTED. (M)									
7722 VTZA	493UE 805	BAG JETSTM3201				INDICATOR 6100144A	FAILURE LT ENG EGT		2/27/98 VTZA98098
FLT 6272 - IAD-BUF - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LEFT EGT GAUGE FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED EGT INDICATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3230 GLBA	211UX UE211	BEECH 1900D				WIRE	CHAFED LANDING GEAR		7/11/96 GLBA96149
BIS - GEAR WILL NOT RETRACT. MAINTENANCE REPAIRED CHAFED WIRE LOCATED ONE FOOT AFT OF P522. GEAR SWING CHECK GOOD. (X)									
3234 GLBA	145GL UC145	BEECH 1900C				GEAR HANDLE 1013841377	MALFUNCTIONED COCKPIT	177	7/6/96 GLBA96143
PLN - WHEN LEFT ENGINE STARTED AFTER SINGLE ENGINE TURN, GEAR HANDLE WARNING LIGHT AND AURAL WARNING WENT OFF. MAINTENANCE REPLACED GEAR HANDLE AND PERFORMED NUMEROUS GEAR SWINGS. (X)									
3246 GLBA	211UX UE211	BEECH 1900D				BEARING	FAILED RT MLG		7/8/96 GLBA96145
BIS - RIGHT OUTBOARD TIRE FELL OFF ON TAKEOFF. AIR TURN-BACK AND MAINTENANCE INSPECTED RIGHT HAND MAIN LANDING GEAR FOR OBVIOUS DAMAGE TO WHEELWELL, WINGS AND FLAPS. REMOVED BOTH RIGHT GEAR BRAKE ASSEMBLIES TO INSPECT AXEL. REMOVED INNER BEARING AND FAILED OUTER BEARING FROM AXEL. NO VISUAL DAMAGE NOTED. REINSTALLED BRAKES AND TIRES. RETURNED AIRCRAFT TO SERVICE. (X)									
3260 GUUA	192GA UB17	BEECH 1900				BULB 327	FAILED LT MLG		4/30/96 96ZZZX4780
FLL/ELH - FLT 467 - PILOT REPORT: LEFT MAIN GEAR LIGHT WOULD NOT ILLUMINATE WHEN GEAR IS EXTENDED. NO GEAR HORN OR GEAR UNSAFE LIGHT. LEFT GEAR LIGHT WOULD NOT ILLUMINATE WITH MANUAL EXTENSION. AIRCRAFT DIVERTED TO MIA AND LANDED WITHOUT INCIDENT. PLACED AIRCRAFT ON JACKS, SWUNG GEAR. FOUND LIGHT BULBS BURNED OUT. REMOVED AND REPLACED ALL FOUR BULBS. CYCLED GEAR SEVERAL TIMES. LANDING GEAR INDICATOR OPERATIONAL CHECKS GOOD. (X)									

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7310	79TE FA67	BEECH 300BEECH	PWA PT6A60A			FILTER AN62353A	MISINSTALLED FUEL DISCHARGE	2	9/13/96 96ZZZX5359
FILTER PACKING WAS INSTALLED AT 150-HOUR NR 2 INTERIM INSP. O-RING HAD BEEN ROLLED DURING INSTALLATION 1.8 HRS. TOO SMALL OF SAFETY WIRE USED ON RT ENGINE ON FUEL FILTER BOWL ALSO.									
5400	227KM FL91	BEECH B300				NACELLE B300	CRACKED OIL COOLER INT		4/13/98 98ZZZX1609
SMALL CRACK DISCOVERED AT LOWER RT CORNER OF ENGINE NACELLE AT OIL COOLER INTAKE. VIBRATION RUB AREA ADJACENT TO CRACK WAS DOWN TO BARE METAL.									
2751		BOEING 707*				SUPPORT S508315	CRACKED AILERON		9/3/96 96ZZZX5360
WHILE REPLACING L/E WEBS IN HINGE AREA, NOTED FITTING (SUPPORT WAS CRACKED IN AREAS OF FASTENER HOLES. POSSIBLE CAUSE, SHOOTING 'D' RIVETS IN MAGNESIUM SUPPORT. RECOMMEND USING 'B' RIVETS.									
2530 DALA	478DA 20755	BOEING 727232			5316OVS175	OVEN	FAILED CABIN		4/18/98 DL72S980839
ELECTRICAL ODOR IN F/C REPORTED BY F/A. REPLACED FIRST CLASS OVEN.									
2565 UALA	7263U 21410	BOEING 727222	PWA JT8D15		BFGOODRICH D29835103	INFLATE TUBE	SEPARATED EXCAPE SLIDE		10/15/96 96UAL900815
DURING TIME CONTROLLED OVERHAUL, SLIDE SUFFERED SEAM SEPARATION OF THE INFLATION TUBE. SCRAPPED UNIT.									
2611 TAOA	916TS 20437	BOEING 727254				SMOKE DETECTOR 824PY	FAILED AFT LAVATORY		5/19/97 TAOA059710
FLT 6440 - DCA-LGA - SMOKE DETECTOR WENT OFF IN AFT LAVATORY DURING TAXI, RETURNED TO GATE. REPLACED AFT LAVATORY SMOKE DETECTOR, OPERATIONAL CHECKS NORMAL PER MM CHAPTER 26. (M)									
2612 FDEA	209FE 22931	BOEING 7272S2F				FIRE LOOP 2591153501	FAILED NR 1 ENGINE		3/30/97 97FDEA00202
NR 1 ENGINE FIRE WARNING BELL AND LIGHT ILLUMINATED. SHUT DOWN ENGINE PER RED TABS. NR 1 ENGINE COWL OPENED. TAPPED ON ENGINE LOOP ASSY, JUST AFT OF GENERATOR AND FIRE HANDLE AND DETECTOR LIGHTS FLICKERED. REMOVED AND REPLACED ENGINE FIRE LOOP. OPS CHECK GOOD. OK FOR SERVICE.									
2710 IPXA	930UP 19096	BOEING 72722C				CASTING 652611812	CORRODED RT AILERON		4/1/98 UPS98226458
INSPECTION TYPE-C, RT INBD AILERON TURNAROUND PULLEY CASTING HAS CORROSION ON LUG FOR TURNAROUND PULLEY. CASTING REPLACED IAW SRM 51-30-2.									
2710 IPXA	930UP 19096	BOEING 72722C				HINGE	CRACKED RT AILERON		4/15/98 UPS98226433
INSPECTION TYPE-C, RT OUTBD AILERON HINGE IS CRACKED, SECOND FROM INBD HINGE FITTING. REPLACED IAW 65-19275.									
2710 IPXA	930UP 19096	BOEING 72722C				CASTING 652011811	CORRODED LT AILERON		4/1/98 UPS98226457
INSPECTION TYPE-C, LT INBD AILERON TURNAROUND PULLEY CASTING HAS CORROSION ON LUG FOR TURNAROUND PULLEY. REPLACED CASTING WITH NEW ONE IAW SRM 51-30-2.									
2730 IPXA	930UP 19096	BOEING 72722C				BRACKET	CRACKED RT ELEVATOR		4/8/98 UPS98226446
INSPECTION TYPE-C, RT ELEVATOR TRAILING EDGE CAVITY BRACKET CRACKED A FS 60 (ABOVE TAB ROD). BRACKET REPLACED IAW DRAWING NR 69-19144.									

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2750 FDEA	219FE 21102	BOEING 727233				HYD DRIVE MOTOR MS9391130ZE4C	LEAKING TE FLAPS		3/29/97 97FDEA00200
AFTER TAKE OFF DURING RETRACTION, THE INBOARD FLAPS REMAINED AT 2 DEGREES (SPLIT FLAP CONDITION). WHILE FOLLOWING THE CHECK LIST WE LOST SYSTEM A HYDRAULICS. PERFORM SYSTEM A LOSS CHECKLIST AND LANDED UNEVENTFULLY. LANDED HARD (FIRM). REMOVED AND REPLACED INBOARD FLAP DRIVE HYDRAULIC MOTOR. OPERATIONAL CHECK AND LEAK CHECKED GOOD PER 27-50 MAINTENANCE MANUAL. VISUAL INSPECTION FOR HARD LANDING. NO DEFECTS NOTED. OK FOR SERVICE.									
2751 GAIA	69740 20668	BOEING 727224				INDICATOR 10607916	LOOSE TE FLAPS		4/3/98 GAIA9837
AFTER DEPARTURE FROM IAH-TOL, THE INBOARD FLAPS FROZE AT 2 DEGREES. AIRCRAFT RETURNED TO IAH. AFTER 10 MINUTES FLAPS WENT TO 30 DEGREES, BUT ON TAXI IN FLAPS FROZE AT 2 DEGREES AGAIN. THE FLT CREW DECLARED AN EMERGENCY INTO IAH AND MADE AN UNEVENTFUL LANDING. CLEANED AND RE-SEATED CANNON PLUG ON FLAP GAUGE, OPS AND GROUND CHECKED OK PER B727 MM 27-50. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
2761 IPXA	930UP 19096	BOEING 72722C				ANGLE	CRACKED NR SPOILER ACT		4/10/98 UPS98226430
INSPECTION TYPE-C, NR 2 SPOILER ACTUATOR SUPPORT CASTING, ATTACH ANGLE ON REAR SPAR I/B CRACKED. ATTACH ANGLE REPLACED IAW SRM 51-30-2.									
2761 TWAA	54348 21967	BOEING 727231				O-RING	SPLIT SPOILER ACT		5/15/97 TWAA9760003
MCI - FLT 117 - DURING DESCENT LOST 'B' SYSTEM HYDRAULIC QTY. REMOVED AND REPLACED SPLIT O-RING AT NR 5 SPOILER ACTUATOR PLUG. OPS CHECK NORMAL. (M)									
2781 DHLA	727DH 20204	BOEING 727228				SWITCH 410143	FAILED NR 1 LE FLAP		3/29/97 DHL97727002
THE NR 1 KREUGER FLAP DID NOT INDICATE DOWN WITH FLAPS AT 5 DEGREES, NO ROLL TENDENCY. REMOVED AND REPLACED THE NR 1 KRUEGER FLAP POSITION INDICATING SWITCH IN ACCORDANCE WITH BOEING 727 MAINTENANCE MANUAL 27-82-1 AND PERFORMED OPERATIONAL CHECK PER BOEING MAINTENANCE MANUAL 27-82-0. OPERATIONAL CHECK WAS GOOD.									
2782 DALA	290WA 22108	BOEING 727247				BRACKET	CRACKED LE FLAP ACTUATOR		4/16/98 DL72W980827
FOUND ON C-2 LETTER CHECK, INBD ATTACH BRACKET CRACKED NR 1 L/E FLAP ACTUATOR. REPAIR PER MM 57-20-21.									
2782 DHLA	741DH 21931	BOEING 7272Q9				ANGLES	CRACKED NR 3 SLAT ACT		1/20/97 DHL9774114C
AT C-CHECK, NR 3 SLAT ACTUATOR ATTACH ANGLES CRACKED AT FWD END. REMOVED AND REPLACED 2 ANGLES PER SRM 51-20-1 AND 51-30-2.									
2782 DHLA	741DH 21931	BOEING 7272Q9				MOUNT	CRACKED NR 1 LE FLAP ACT		1/20/97 DHL9774115C
AT C-CHECK, NR 1 LEADING EDGE ACTUATOR MOUNT INBOARD CORNERS CRACKED AND OUTBOARD BOLTS PULLING THROUGH STIFFENER. REMOVED ACTUATOR, REMOVED DAMAGED MOUNT AND STIFFENER, FABRICATED MOUNT, 8 BY 6, INSTALLED SAME AND INSTALLED STIFFENER PER SRM 51-20-1 AND 51-30-2, STIFFENER 10 BY 15.									
2810 FDEA	153FE 18286	BOEING 72725				TANK SKIN 65162031	CORROSION BS 868-870		5/18/97 97FDEA00293
NR 0733 019 , WHILE WORKING ON (NR0716) FOUND CORROSION ON LOWER TANK, INTERIOR SKIN STA 868 TO 870, RBL 60-LBL 60, WL 139. *S/D* BLENDED AND REMOVED CORROSION, ON LOWER TANK SKIN. FOUND SKIN IS IN LIMITS PER FED-EX 727 SRM 57-30-1 FIG 4. REWORKED SKIN PER EA NR 7-5710-34029.									
2810 FDEA	153FE 18286	BOEING 72725				TANK SKIN 65162041	CORROSION BS 868-870		5/18/97 97FDEA00292
NR 0734 018, WHILE WORKING ON (NR0474) FOUND CORROSION ON UPPER CENTER TANK (INTERIOR SKIN) STA 868 TO 870, RBL 60-LBL 60, WL 178. *S/D* BLENDED AND REMOVED CORROSION ON UPPER TANK SKIN. FOUND SKIN IS IN LIMIT PER FED-EX SRM 727, 57-30-1 FIG 4. REWORKED SKIN PER EA NR 7-5710-34029.									

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2810 DHLA	741DH 21931	BOEING 7272Q9				VENT TUBE	GOUGED RT WING		1/29/97 DHL9774116C
AT C-CHECK, RIGHT WING INTERIOR FUEL VENT TUBE GOUGED AND CLAMP MISSING AT RIB RBL 348. REPLACED CLAMP, POLISHED AND BLENDED DAMAGED AREA, INSTALLED REPAIR PER AVITAS RO 97-PMSI-141R-03. CLOSED AND SEALED TANK PER M/M 28-12-11.									
3211 IPXA	930UP 19096	BOEING 72722C				FITTING QF71210053	DAMAGED NR 3 TRUNNION		4/15/98 UPS98226435
INSPECTION TYPE-C, NR 3 TRUNNION FITTING FOUND TO HAVE A SURFACE IRREGULARITY DURING NDT PROCESS (FLUORESCENT DYE PENETRANT). NR 3 TRUNNION FITTING REPLACED IAW MM 71-21-01.									
3231 TWAA	64315 20048	BOEING 727231				VALVE 1372579788	LEAKING LT MLG DOOR		5/17/97 TWAA976100
JFK - FLT 191 - DURING CLIMB 'A' SYSTEM HYDRAULIC QTY WENT TO ZERO. REMOVED AND REPLACED LEAKING LEFT MAIN GEAR DOOR SAFETY VALVE, MFG P/N 1372-579788, MANUFACTURED BY PARKER HANNIFIN CORP. OPS CHECK NORMAL.									
3350 IPXA	954UP 19827	BOEING 727185C				BATTERY PACK	DISCHARGED CABIN		4/17/98 UPS98226463
INSPECTION TYPE-N/A, BOTH EMERGENCY LIGHTS OUT AT COCKPIT DOOR AND L1 DOOR. REMOVED AND REPLACED BATTERY PACK FOR COCKPIT DOOR AND L1 DOOR, OPS CHECK GOOD.									
3350 UALA	7252U 21399	BOEING 727222	PWA JT8D15			LIGHT	INOPERATIVE CABIN		10/14/96 96UAL900812
AFT AIRSTAIR EMERGENCY LIGHT INOPERABLE. REPLACED EMERGENCY LIGHT PER MM 33-50-21, OPERATIONS CHECK NORMAL.									
3350 UALA	7257U 21404	BOEING 727222	PWA JT8D15			POWER STRIP 58782	FAILED CABIN		4/12/98 98UAL900147
EEL FLOOR LIGHTS INOP ROW 19 TO 26. *S/D* REPLACED POWER STRIP.									
3350 UALA	7283U 21561	BOEING 727222	PWA JT8D15			BATTERIES	DISCHARGED CABIN		10/18/96 96UAL900818
EMERGENCY ILLUMINATION LIGHT AT ROW 8 INOP. REPLACED BATTERIES, OPS CHECK NORMAL.									
3350 UALA	7294U 21572	BOEING 727222	PWA JT8D15			BATTERY PACK	DISCHARGED CABIN		10/18/96 96UAL900819
EEL STRIP INOP FROM ROW 26 AFT APPROXIMATELY 12 FEET. REPLACED POWER CONDUIT TO AFT STRIP SECTIONS AND BATTERY PACK, OPS CHECK NORMAL.									
3350 AALA	6818 19493	BOEING 727223				PIN	PUSHED OUT L1 DOOR		3/18/98 AALA980540
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EVACUATION DOOR MOUNTED SLIDE LIGHT ON FORWARD L1 DOOR INOPERATIVE. INSTALLED PIN ON LIGHT ASSEMBLY WIRE TO SWITCH. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	859AA 21086	BOEING 727223				LIGHT 1001141	DEFECTIVE CABIN		3/1/98 AALA980418
RDU - DURING OVERNIGHT MAINTENANCE, AFT EMERGENCY LIGHT IN AIRSTAIR INOPERATIVE. REPLACED EMERGENCY LIGHT ASSEMBLY IN AIRSTAIR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	860AA 21087	BOEING 727223				LIGHT	INOPERATIVE CABIN		3/25/98 AALA980600
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHT AT PASSENGER SEAT ROW 19 INOPERATIVE. REPAIRED EMERGENCY EXIT FLOOR PATH LIGHT STRIP AT PASSENGER SEAT ROW 19. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 AALA	861AA 21088	BOEING 727223				SPLICE	FAILED CABIN		3/7/98 AALA980449
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR LIGHTING WAS INOPERATIVE FROM SEAT ROWS 8 THROUGH 18. REPAIRED FAULTY SPLICES IN EMERGENCY FLOOR LIGHTING SYSTEM SEAT ROWS 8 THROUGH 18. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	871AA 21383	BOEING 727223				WIRE	SHORTED GALLEY		2/25/98 AALA980406
BNA - DURING OVERNIGHT CHECK, EMERGENCY FLOOR LIGHTING WOULD NOT ILLUMINATE. REPAIRED SHORTED WIRE IN EMERGENCY FLOOR LIGHTING AT FORWARD GALLEY SIDEWALL LIGHT STRIP. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	875AA 21387	BOEING 727223				LIGHT 1001141	DEFECTIVE CABIN		3/21/98 AALA980553
DFW - DURING OVERNIGHT CHECK, AFT EMERGENCY EXIT SIGN HAD TWO BULBS INOPERATIVE. REPLACED AFT EMERGENCY EXIT SIGN LIGHT STRIP ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	887AA 21526	BOEING 727223				LIGHT 1001141	DEFECTIVE CABIN		3/25/98 AALA980602
DFW - DURING OVERNIGHT MAINTENANCE, AFT STAIR EMERGENCY EXIT LIGHT INOPERATIVE. REPLACED AFT STAIR EMERGENCY LIGHT ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	703AA 22461	BOEING 727223				LIGHT	DEFECTIVE CABIN		3/18/98 AALA980524
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT FLOOR LIGHTING EXIT SIGN IN FIRST CLASS INOPERATIVE. REPLACED THREE EMERGENCY EXIT FLOOR LIGHT SEGMENTS UNDER EXIT SIGN IN FIRST CLASS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	706AA 22463	BOEING 727223				CONDUCTOR A3060720201	DEFECTIVE CABIN		3/29/98 AALA980639
ATL - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTS BETWEEN FIRST CLASS AND COACH CABIN INOPERATIVE. REPLACED EMERGENCY EXIT FLOOR PATH LIGHT CONDUCTOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	706AA 22463	BOEING 727223				WIRE	BROKEN CABIN		2/24/98 AALA980402
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY FLOOR LIGHTING AT PAX SEAT ROWS 7 TO 16 WAS INOPERATIVE. REPAIRED BROKEN WIRE AT EMERGENCY FLOOR LIGHT PAX SEAT ROWS 7 TO 16. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	707AA 22464	BOEING 727223				CLIP	OUT OF ADJUST CABIN		3/8/98 AALA980450
RDU - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT IN VENTRAL STAIR INOPERATIVE. ADJUSTED CLIPS ON EMERGENCY EXIT CHARGER FOR VENTRAL STAIR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 TAOA	922TS 20415	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		5/18/97 TAOA059711
FOUND L/S CHECK, AFT ENTRY EMERGENCY EXIT SIGN INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL PER MM 33-50-0. (M)									
3350 K3HA	361KP 20627	BOEING 727225				BULB 387	FAILED R1 DOOR		4/14/98 K3HA980053
R1 DOOR HAS SOME LIGHTS OUT ON THE LOWER EXIT LIGHT. REBULBED TWO LIGHTS CHECK OK PER MM 33-50-01.									
3350 K3HA	8881Z 21578	BOEING 727225				BATTERY S106	DISCHARGED CABIN		4/14/98 K3HA980054
EMERGENCY LIGHT IN AFT STAIRWAY DID NOT ILLUMINATE. REMOVED AND REPLACED NICAD BATTERIES (P/N S-106, S/N MAR-1), OPS CHECK OK PER MM 33-50-0.									

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3350 K3HA	8881Z 21578	BOEING 727225				BULB	MISSING CABIN		4/19/98 K3HA980056
AFT GALLEY FLOOR LIGHTING IS MISSING (2 RED BULBS). RELAMPED, OPS CHECK OK. REF MM 33-59-00.									
3350 K3HA	8881Z 21578	BOEING 727225				BATTERY S106S106	DISCHARGED CABIN		4/20/98 K3HA980057
AFT AIRSTAIR EMERGENCY PATH LIGHTS DO NOT ILLUMINATE. REMOVED AND REPLACED BATTERIES PER MM 33-50-00, OPS CHECK OK.									
3350 K3HA	8881Z 21578	BOEING 727225				BATTERY S106	DISCHARGED CABIN		4/15/98 K3HA980055
AT POST FLIGHT, FOUND AFT AIRSTAIR EMERGENCY LIGHT BATTERY DEPLETED. REMOVED AND REPLACED BATTERY, REF MM 33-51-01, OPS CHECK OK.									
3350 K3HA	8883Z 21580	BOEING 727225				BATTERY PACK 900835A	DISCHARGED CABIN		4/14/98 K3HA980052
LEFT OVERWING LOWER EMERGENCY LIGHT DID NOT ILLUMINATE. REMOVED AND REPLACED BATTERY PACK, OPS CHECK OK PER MM 33-50-00.									
3350 AALA	727AA 20734	BOEING 727227				LIGHT	DEFECTIVE CABIN		3/23/98 AALA980598
MIA - DURING OVERNIGHT MAINTENANCE CEHCK, EMERGENCY EXIT FLOOR PATH LIGHTS IN AFT COACH INOPERATIVE. REPAIRED EMERGENCY EXIT FLOOR PATH LIGHT STRIP IN AFT COACH CABIN. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 DALA	472DA 20749	BOEING 727232			900835A	BATTERY PACK	INOPERATIVE CABIN		4/17/98 DL72K980834
LT OVRWING EXIT IDENT EMERG LIGHTS INOP. REPLACED BATT PACK M1090, OPS CHKS GOOD.									
3350 DALA	490DA 21020	BOEING 727232			RPS1	POWER SUPPLY	INOPERATIVE CABIN		4/16/98 DL72S980816
FOUND EMERGENCY LIGHT SECTION IN CABIN INOP. REPLACED PWR SUPPLY, SYSTEM CHECKS NORMAL.									
3350 DALA	416DA 21258	BOEING 727232			1060091102	BATTERY PACK	DISCHARGE COCKPIT		4/18/98 DL72S980838
EMERG LIGHT IN THE COCKPIT IS INOP. REPLACED BATTERY PACK ASSY AND THE BATTERIES CK OK.									
3350 DALA	546DA 22677	BOEING 727232				BULB	FAILED CABIN		4/14/98 DL72S980810
ON L/O, FOUND L1 DOOR EMERGENCY LIGHT OUT. RE-LAMPED, OPS CK-OK.									
3350 AALA	866AA 21371	BOEING 727233				LIGHT 1001141	DEFECTIVE CABIN		3/17/98 AALA980514
DFW - DURING OVERNIGHT CHECK, AFT STAIRWAY EMERGENCY LIGHT ASSEMBLY WAS INOPERATIVE. REPLACED AFT STAIRWAY EMERGENCY LIGHT ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 TAOA	916TS 20437	BOEING 727254				BATTERY PACK 37067001	DISCHARGED CABIN		3/3/98 TAOA039801
FLT 6443 - DCA - RIGHT FORWARD OVERWING INTERIOR EMERGENCY LIGHT INOPERATIVE. BATTERY PACK REPLACED, OPERATIONAL CHECK NORMAL PER MM 33-50. (M)									
3350 IPXA	949UP 19717	BOEING 72725C				BATTERY PACK	DISCHARGED CABIN		4/17/98 UPS98226461
INSPECTION TYPE-N/A, EMER LIGHT AT SEAT 6C INOP. REMOVED AND REPLACED BATTERY, CHECKS OK.									

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3350 IPXA	949UP 19717	BOEING 72725C				BATTERY PACK 9621019	DISCHARGED CABIN		4/17/98 UPS98226459
INSPECTION TYPE-N/A, FWD ENTRY OVERHEAD EMER LIGHT INOP. REPLACED BATTERY, CHECKS OK.									
3350 IPXA	950UP 19718	BOEING 72725C				BATTERY PACK 9621019	DISCHARGED CABIN		4/17/98 UPS98226462
INSPECTION TYPE-N/A, EMERGENCY EXIT LIGHT ABOVE MAIN ENTRY DOOR INOP. REMOVED AND REPLACED BATTERY PACK, CHECKS GOOD.									
3610 NWAA	201US 22154	BOEING 727251				PRECOOLER	FAILED NR 3 ENGINE		5/31/97 9710562201
DURING CLIMBOUT, NR 3 STRUT OVERHEAT INDICATION ILLUMINATED. FLIGHT DUMPED FUEL AND RETURNED TO MSP AND LANDED WITHOUT INCIDENT. REPLACED NR 3 ENGINE PRECOOLER, LEAK AND OPERATIONAL CHECK OK.									
4950 TAOA	924TS 21041	BOEING 727227				BOLTS	MISSING APU PLENUM		3/24/98 TAOA039806
SMOKE IN CABIN WITH BOTH PACKS AND GASPER FAN ON. PACKS WERE NOT OVERHEATED. REPLACED LEFT AND RIGHT WATER SEPARATOR BAGS PER MM CHAPTER 21-31-51, RAN BOTH PACKS WITH ENGINES 1 AND 3 NO SMOKE OR FUMES. FOUND APU TURBINE PLENUM FLANGE MISSING TWO BOLTS AND BLOWING EXCESSIVE HOT AIR INTO SHROUD. CI ASSIGNED PER MEL SEQUENCE 49-1 APU DEACTIVATED. (M)									
5311 DALA	8882Z 21579	BOEING 727225				FRAME 65561014	CORRODED BS 620		4/20/98 DL72S980850
INBD CHORD OF THE FS 620 FRAME WAS FOUND CORRODED APPROX 2 INCHES OUTBD OF S26R. CORROSION WAS ON THE INBD CHORD ONLY. REPAIRED PER ERA 331533-14.									
5311 AALA	721AA 20729	BOEING 727227				FRAME	CORRODED BS 1070		3/26/98 AALA980621
TUL - BELL FRAME CORRODED AROUND HOLE FOR WIRES STATION 1070 ABOVE STRINGER 10L. INSTALLED DOUBLER ON CUTOUT OF DOOR FRAME IAW 55-10-1 AND 51-40-2 PAGE 3. (M)									
5311 AALA	721AA 20729	BOEING 727227				FRAME	CRACKED BS 930		3/26/98 AALA980623
TUL - FUSELAGE FRAME CRACKED AT FRAME STATION 930 STRINGER 14L. REPAIRED CRACK FRAME IAW BOEING SERVICE BULLETIN 727-53-0162 FIG 3. (M)									
5311 IPXA	930UP 19096	BOEING 72722C				FRAME	CRACKED BS 500		4/6/98 UPS98226474
INSPECTION TYPE-C, CRACK IN TOE OF FRAME AT BS 500 LT AT LATCH SUPPORT FITTING. FRAME REPAIRED IAW SRM 53-10-4, FIG 11.									
5311 IPXA	930UP 19096	BOEING 72722C				FRAME	CRACKED BS 490		4/6/98 UPS98226451
INSPECTION TYPE-C, CRACK IN TOE OF FRAME AT STATION 490 LT AT LATCH SUPPORT FITTING. FRAME REPAIRED IAW SRM 53-10-4 FIGURE 11.									
5311 IPXA	930UP 19096	BOEING 72722C				FRAME	CRACKED BS 490		4/8/98 UPS98226448
INSPECTION TYPE-C, TOE ON FRAME AT BS 490 FWD SIDE CRACKED AT LATCH SUPPORT FITTING OF MAIN CARGO DOOR. FRAME REPAIRED IAW SRM 53-10-4.									
5311 IPXA	930UP 19096	BOEING 72722C				FRAME	CRACKED BS 580		4/6/98 UPS98226449
INSPECTION TYPE-C, CRACK IN TOE OF FRAME AT BS 580 LEFT HAND AT LATCH SUPPORT FITTING. FRAME REPAIRED IAW SRM 53-10-4 FIGURE 11.									

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5311 IPXA	930UP 19096	BOEING 72722C				FRAME	CRACKED BS 481		4/9/98 UPS98226447
INSPECTION TYPE-C, CRACK FOUND ON FUSELAGE FRAME AT BS 481 AT SEAT TRACK ATTACH HOLE LBL 62. CRACK REMOVED PER SRM 51-10-6 AND REPAIR CARRIED OUT IAW SRS EO 98-10-007.									
5311 TWAA	54341 21628	BOEING 727231				FORMER	CRACKED BS 760		1/13/97 TWAA9804011
MCI - DURING C-CHECK MAINTENANCE, AT STATION 760 RT SIDEWALL, INBOARD FLANGE OF STUD FORMER HAD A CRACK. REPAIRED CRACK PER DRAWING 65C36279 AND SERVICE BULLETIN 727-53-0197. (M)									
5311 TWAA	54344 21631	BOEING 727231				FRAME	CRACKED BS 783.95		2/16/98 TWAA9804013
JFK - DURING C-CHECK, FOND CRACK INDICATION ON LEFT FRAME AT BS 783.95, FIRST HOLE ABOVE FLOORBEAM. REAMED HOLE TO .312 BUT CRACK INDICATION STILL EXISTED. STOP DRILLED CRACK PER 51-10-01 AND INSTALLED DOUBLERS PER MO 71T68-C AND SERVICE BULLETIN 727-53-0197. (M)									
5311 CALA	579PE 21662	BOEING 727243				FRAME	CORRODED BS 970		10/3/96 CALA9601501
INSPECTION FOUND STRINGER 29R AND FRAME CORRODED AT STA 970. THE CORROSION WAS REMOVED FROM STRINGER AND FRAME IAW SRM 51-10-6. THE AREA WAS REPAIRED IAW SRM 53-10-4.									
5311 DALA	290WA 22108	BOEING 727247				FRAME	CRACKED BS 910		4/16/98 DL72W980826
FOUND ON C2 LETTER CHECK, 1.25 INCH CRACK MLG UPLOCK FRAME STA 910. INSTALLED TEMP, REPAIR PER M/M 53-11-0.									
5311 IPXA	909UP 19115	BOEING 72727C				FRAME BAC1498133	CRACKED BS 277		4/1/97 UPS97222488
INSPECTION TYPE:SI, FOUND CRACK IN FRAME STA 277 RBL 56 WL 225. REMOVED CRACKED PARTS, FABRICATED NEW PARTS AND INSTALLED NEW PARTS IAW SRM 51-30-2, ON CARD NR 510588.									
5311 IPXA	909UP 19115	BOEING 72727C				FRAME BAC15171147	CRACKED BS 277		3/31/97 UPS97222482
INSPECTION TYPE:SI, CRACK IN FRAME AT STATION 277, RBL 56 WL 219. STOP DRILLED CRACKS, FABRICATED REPAIR DOUBLERS AND INSTALLED REPAIR DOUBLERS IAW SRM 53-10-2, 51-30-2.									
5313 FDEA	143FE 19136	BOEING 72721C				STRINGER 652353530	CORRODED BS 470-450		4/15/98 98FDEA00270
WHILE WORKING NR 0842 FOUND CORROSION ON STRINGER 3 RT ON FLANGE BS 470 TO 450.									
5313 FDEA	143FE 19136	BOEING 72721C				STRINGER 652353529	CORRODED BS 470		4/15/98 98FDEA00269
WHILE WORKING NR 0842 FOUND CORROSION ON STRINGER 2 RT, BS 470.									
5313 FDEA	143FE 19136	BOEING 72721C				STRINGER 652353520	CORRODED BS 520-740		4/15/98 98FDEA00271
WHILE WORKING NR 0842 FOUND CORROSION ON STRINGER 1, BS 520 TO 740.									
5313 AALA	708AA 22465	BOEING 727223				STRINGER	CORRODED BS 1060		3/9/98 AALA980470
TUL - TWO INCH AREA OF STRINGER 30 CORRODED BETWEEN STATION 1050 AND 1070. STRINGER SPLICE SRM 53-10-3. (M)									

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5313 AALA	721AA 20729	BOEING 727227				STRINGER	CRACKED BS 344		3/26/98 AALA980616
TUL - FOUND STRINGER CRACK AT RIVETS ATTACHING WALL SUPPORT BRACKET AT STRINGER 5 RIGHT FORWARD SIDE OF STATION 344. REPAIRED WITH 'J' ANGLE REPAIR PER SRM 53-10-3. (M)									
5313 AALA	721AA 20729	BOEING 727227				STRINGER	CRACKED BS 720		3/26/98 AALA980606
TUL - STRINGER IS LEFT CRACKED FORWARD OF ICE LIGHT BETWEEN STATION 720B AND 720C. REPAIRED WITH STRINGER SPLICE PER SRM 53-10-3. (M)									
5313 CALA	579PE 21662	BOEING 727243				STRINGER	CRACKED BS 940		10/3/96 CALA9601502
INSPECTION FOUND A 1.125 INCH CRACK IN STRINGER 18A OUTBOARD FLANGE AT LT SIDE AFT OF BS 940 FRAME. THE CRACK WAS STOP DRILLED, REPAIR PARTS WERE FABRICATED AND INSTALLED IAW ECRA 5310-03340, SRM 51-10-00 AND BOEING DRAWING 65C27166.									
5313 IPXA	909UP 19115	BOEING 72727C				STRINGER TIE 69144723	CORRODED BS 950		3/31/97 UPS97222484
INSPECTION TYPE:SI, IN THE MAIN CARGO STRINGER 4 LT BS 950, TIE HAS AREAS OF CORROSION. REMOVED CORRODED SHEAR TIE AND INSTALLED NEW SHEAR TIE IAW 53-10-1, SRM 51-30-2.									
5313 IPXA	909UP 19115	BOEING 72727C				STRINGER BAC1498145	CRACKED BS 743		3/31/97 UPS97222475
INSPECTION TYPE:SI, STRINGER 9 RT CRACKED AT BS 743. REMOVED CRACKED STRINGER SECTION, FABRICATED NEW STRINGER SECTION AND INSTALLED IAW SRM 51-30-2, 53-10-2.									
5313 IPXA	909UP 19115	BOEING 72727C				STRINGER BAC1493508	CRACKED BS 818		3/15/97 UPS97222473
INSPECTION TYPE:SI, STR 7 LT CRACKED AT STA 818 (AREA MARKED). STOP DRILLED CRACK, NDT VERIFIED CRACK CONTAINED, FABRICATED AND INSTALLED REPAIR PARTS PER SRM 53-10-3.									
5313 DHLA	741DH 21931	BOEING 7272Q9				STRINGER BAC1498142	CORRODED BS 340		1/25/97 DHL9774111C
AT C-CHECK, SKIN BULGED AT STA 340 STR 21R JUST FWD OF JACK POINT. REMOVED FASTENERS, CUT OUT CORRODED STRINGER 21R AND REMOVED ATTACH CLIP, INSTALLED NEW ATTACH CLIP AND STRINGER PER SRM 53-10-3. CLIP 3 BY 3, STRINGER 12 LONG, SPLICE 12 LONG.									
5315 AALA	721AA 20729	BOEING 727227				FLOORBEAM	CORRODED BS 400		3/26/98 AALA980614
TUL - PREVIOUS REPAIR CORRODING ON TOP OF FLOORBEAM AT STATION 400 RBL 10 TO 14 INCH. REMOVED DAMAGED AREA AND REPAIRED PER SRM 53-10-8. (M)									
5315 AALA	721AA 20729	BOEING 727227				FLOORBEAM	CORRODED BS 420		3/26/98 AALA980607
TUL - FOUND CORROSION ON TOP FLANGE OF FLOORBEAM STATION 420 RBL 55 TO RBL 60. REMOVED DAMAGE AND REPAIRED PER SRM 53-10-8. (M)									
5315 CALA	15781 20636	BOEING 727232				FLOORBEAM	CORRODED BS 1130		4/15/98 CALA9800674
INSPECTION FOUND UPPER CAP OF FLOORBEAM CORRODED AT FS 1130, LBL 60 TO RBL 60. THE FLOORBEAM WAS CORRODED IAW ECRA 5310-03707.									
5315 IPXA	909UP 19115	BOEING 72727C				FLOORBEAM BAC150529222	CORRODED BS 344		3/21/97 UPS97222474
INSPECTION TYPE:SI, CORROSION ON UPPER CHORD OF STA 344 FLOORBEAM LBL 15 TO RBL 65 WL 208. FOUND CORROSION TO BE OUT OF LIMITS PER SRM 53-10-1. REMOVED UPPER CHORD AT LBL 10 TO RBL 65. REPLACED UPPER CHORD WITH NEW PART IAW SRM 53-10-8.									

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5315 SCNA	285SC 21676	BOEING 7272J4				FLOORBEAM 1A21517	CRACKED BS 950		5/18/97 SCNA97201
DURING HEAVY MAINTENANCE VISIT, THE FLOORBEAM WEB AT STATION 950A TO 950B WAS FOUND CRACKED. REMOVED, FABRICATED AND INSTALLED NEW WEB IAW B727 SRM 51-20-1, 51-30-6, 51-10-2 AND MAINTENANCE MANUAL 51-20-11.									
5320 AALA	878AA 21390	BOEING 727223				ANGLE	CRACKED BS 804.95		3/9/98 AALA980475
TUL - AT FUSELAGE STATION 804.95 FRAME OUTBOARD SIDE STIFFENER ANGLE CRACKED AT STRINGER 14R ATTACH POINT. REMOVED AND REPLACED OUTBOARD SIDE SECTION OF FRAME CHORD ANGLE PER SRM 51-10-1. (M)									
5320 AALA	878AA 21390	BOEING 727223				SHEAR TIE	CORRODED BS 660		3/9/98 AALA980474
TUL - FOUND CORROSION ON SHEAR TIE BETWEEN STRINGER 26R-27R STATION 660. REMOVED AND REPLACED SHEAR TIE PER SRM 51-10-1. (M)									
5320 AALA	708AA 22465	BOEING 727223				SHEAR TIE	CORRODED BS 1148		3/9/98 AALA980469
TUL - STATION 1148, STRINGER 29R, SHEER TIE CORRODED AFT SIDE OF FRAME. REMOVED AND REPLACED SHEER TIE PER SRM 53-10-4. (M)									
5320 AALA	708AA 22465	BOEING 727223				SHEAR TIE	CORRODED BS 1148		3/9/98 AALA980468
TUL - FRAME SHEER TIE CORRODED BEHIND THE SHEER CLIP (FWD SIDE OF FRAME). INSTALLED BELTFRAME REPAIR PER SRM 53-10-4. (M)									
5320 FDEA	465FE 21289	BOEING 727225				CHORD 65184175	CORRODED BS 309.24		4/15/98 98FDEA00268
H-CHORD CORRODED AT END LBL 11, BS 309.24, WL 178.									
5320 AALA	721AA 20729	BOEING 727227				SHEAR TIE	CORRODED BS 720		3/26/98 AALA980610
TUL - FOUND STATION 720A BELL FRAME SHEAR TIE HAS CORROSION FWD AND AFT SIDES BETWEEN STRINGER 27L AND 28L. REPAIRED WITH DOUBLER, REMOVED CORRODED SECTION. REPAIR PER SRM 53-10-4 PAGE 49-51. (M)									
5320 AALA	721AA 20729	BOEING 727227				SHEAR TIE	CORRODED BS 720		3/26/98 AALA980617
TUL - FOUND SHEAR TIE BETWEEN STRINGER 27-28L AT STATION 720E HAS CORROSION. REMOVED AND REPLACED SHEAR TIE PER 52-10-4 PAGE 12-17. (M)									
5320 AALA	721AA 20729	BOEING 727227				SHEAR TIE	CORRODED BS 720		3/26/98 AALA980622
TUL - SHEAR TIE CORRODED BETWEEN STRINGER 27 AND 28R. REMOVED AND REPLACED CORRODED SHEAR TIE PER SRM 53-10-4 ALODINED AND PRIMED PART AND APPLIED SEALANT TO REPAIR AREA. (M)									
5320 XE4R	427EX 19090	BOEING 72722C				INTEGRAL RIB	CRACKED FS 870 RT		9/18/96 96ZZZX5356
INSPECTION FOUND 1.50 INCH CRACK AT BS 870 RT, INTEGRAL RIB STR 13R. SUSPECT CAUSE: FATIGUE.									
5320 XE4R	427EX 19090	BOEING 72722C				INTEGRAL RIB	CRACKED FS 950 LT		9/18/96 96ZZZX5355
INSPECTION FOUND 3 INCH CRACK AT BS 950 LT/INTEGRAL RIB, STR 13L. SUSPECT CAUSE: FATIGUE.									

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5320 XE4R	427EX 19090	BOEING 72722C				FLANGE	CRACKED FS 940 RT		9/20/96 96ZZZX5354
INSPECTION FOUND 1.50 INCH CRACK AT BS 940, RT SIDE FWD FLANGE. FLOOR LEVEL. SUSPECT CAUSE FATIGUE.									
5320 XE4R	427EX 19090	BOEING 72722C				FLANGE	CRACKED FS 940 LT		9/20/96 96ZZZX5357
INSPECTION FOUND .50 INCH CRACK AT BS 940 LT SIDE AFT FLANGE AT FLOOR BEAM LEVEL. SUSPECT CAUSE: FATIGUE.									
5320 IPXA	930UP 19096	BOEING 72722C				PRESSURE WEB	CRACKED BS 938		4/4/98 UPS98226470
INSPECTION TYPE-C, CRACK DETECTED IN CEILING OF RT WHEEL WELL AT BS 938 RBL 36. CRACK STOP DRILLED IAW SRM 51-10-1 AND REPAIR COMPLETED PER EO B727-5 310-0460-L.									
5320 IPXA	930UP 19096	BOEING 72722C				PRESSURE WEB	CRACKED BS 938		4/4/98 UPS98226471
INSPECTION TYPE-C, CRACK DETECTED IN CEILING OF LT WHEEL WELL AT BS 938 LBL 55. CRACK STOP DRILLED IAW SRM 51-10-1 AND REPAIR CARRIED OUT IAW EO B72 7-5310-0460, APPENDIX C.									
5320 IPXA	930UP 19096	BOEING 72722C				EXTRUSION	CORRODED BS 480-600		4/4/98 UPS98226450
INSPECTION TYPE-C, CORROSION UNDER REMOVED TEFLON STRIP. ALL CORROSION REMOVED IAW SRM 51-10-6, ALL AREAS INSPECTED AND REPAIRED IAW SRS ENGINEERING ORDER 98-10-005, UPS FILE NUMBER 727-53-2017.									
5320 IPXA	930UP 19096	BOEING 72722C				SILL	CRACKED BS 480-600		4/10/98 UPS98226444
INSPECTION TYPE-C, TO AID IN CORROSION REMOVAL PLEASE DISPLACE DOOR SILL WEB BS 480 TO 600 DOOR SILL WEB DERIVETED, INSPECTED AND FOUND CRACKED AND CORRODED. NEW WEB FABRICATED IN TWO SECTIONS IAW SRM 53-10-2, FIG 3 AND SPLICED AT BS 525 IAW SRM 51-40-2 FIG 1. WEB INSTALLED IAW DRAWING 65-40507.									
5320 IPXA	930UP 19096	BOEING 72722C				FITTING 65405122	CRACKED BS 520		4/9/98 UPS98226455
INSPECTION TYPE-C, ON REMOVAL OF MAIN CARGO DOOR LATCH SUPPORT FITTING, FITTING FOUND CRACKED. NEW MAIN CARGO DOOR FITTING REPLACED IAW EO B727-5310-0437.									
5320 IPXA	930UP 19096	BOEING 72722C				FITTING	CRACKED BS 740		4/1/98 UPS98226443
INSPECTION TYPE:C CRACKS FOUND ON BS 740 FITTING OUTBD FLANGE BETWEEN S18R AND S20R AND LOWER END OF FITTING. FITTING REPAIRED IAW UPS ENGINEERING ORDER B727-5310-7497.									
5320 IPXA	930UP 19096	BOEING 72722C				WEB	CRACKED BS 870		4/8/98 UPS98226452
INSPECTION TYPE-C, CRACK FOUND ON RT WHEEL WELL, FWD WALL BS 870. REPAIR CARRIED OUT IAW SRM 51-40-2.									
5320 IPXA	930UP 19096	BOEING 72722C				FITTING 65405124	CORRODED BS 487		4/8/98 UPS98226454
INSPECTION TYPE-C, ON REMOVAL OF BS 487 MAIN CARGO DOOR LATCH SUPPORT FITTING, CORROSION FOUND ON FITTING. NEW MAIN CARGO DOOR LATCH SUPPORT FITTING REAPLACED IAW EO B727-5310 -0437 APPENDIX 8.6 AND 8.7.									
5320 CALA	15781 20636	BOEING 727232				CHORD	CORRODED BS 950-1010		4/15/98 CALA9800676
INSPECTION FOUND AFT CARGO THRESHOLD LOWER CHORD CORRODED AT FS 950E TO 1010. THE AREA WAS REPAIRED IAW ECRA 5310-03710.									

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5320 CALA	15781 20636	BOEING 727232				CHORD	CORRODED BS 1179		4/15/98 CALA9800675
INSPECTION FOUND CHORD CORRODED AT FS 1179, LBL 20. THE CHORD WAS REMOVED AND A NEW CHORD WAS FABRICATED AND INSTALLED IAW SRM 53-30-2 AND 51-10-1.									
5320 DALA	475DA 20752	BOEING 727232				FITTING	CRACKED FUSELAGE		4/17/98 DL72S980836
FOUND ON A1 LETTER CK, UPPER FLANGE OF LT INBD TENSION TIE FITTING CRACKED. REPLACED FITTING PER BOEING DWG NR 65-17509 REV M.									
5320 DALA	494DA 21074	BOEING 727232				FRAME	CRACKED CABIN DOOR		3/26/98 DL72S980829
.75 INCH CRACK BEYOND STOP DRILL AT MAIN ENTRY DOOR UPPER DOOR UPPER FRAME, AFT END PREVIOUS REPAIR. REMOVED UPPER LINER AND GATE. REMOVED UPPER FRAME. DRILLED REPLACEMENT FRAME. BEGAN INSTALLING FRAME. INST FRAME CLOSED UPPER LINER. PER M/M 52-11-01.									
5320 IPXA	209UP 21698	BOEING 727247				SHEAR TIE	CORRODED BS 950		3/18/97 UPS97222480
INSPECTION TYPE:SI, CORROSION ON SHEAR TIE AT STA 950B RBL 12, WL140. BLENDED CORROSION WAS BEYOND LIMITS, CUT OUT DAMAGE, FABRICATED PARTS, INSTALLED REPAIR PER SRM 53-10-4, 51-30-2, 51-10-2, 51-10-6 AND MM 51-20-151.									
5320 IPXA	209UP 21698	BOEING 727247				HAT CHANNEL BAC15103357075	CORRODED BS 344		3/19/97 UPS97222470
INSPECTION TYPE:SI, CORROSION ON HAT CHANNEL, STA 344 RBL 14-58 WL 207. BLEND CORROSION, BEYOND LIMITS, REMOVED AND REPLACED HAT CHANNEL PER SRM 53-10-1, 51-30-2, AND 51-30-5.									
5320 DALA	290WA 22108	BOEING 727247				WEB	CRACKED BS 1277		4/16/98 DL72W980824
FOUND ON C2 LETTER CK, LT LOWER VERTICAL TORQUE BOX WEB CRACKED AT LIGHTENING HOLE STA 1277. REPAIRED PER MM 53-11-0.									
5320 DALA	290WA 22108	BOEING 727247				WEB	CRACKED BS 1303		4/16/98 DL72W980825
FOUND ON C2 LETTER CK, VERTICAL WEB CRACKED ABOVE 'S' DUCT LOWER RT SIDE STA 1303. REPAIRED PER SRM 53-10-4.									
5320 DALA	290WA 22108	BOEING 727247				ANGLE	CRACKED BS 1263		4/16/98 DL72W980823
FOUND ON C2 LETTER CK, AFT GUSSET ANGLE CRACKED STA 1263 LOWER RT TORQUE BOX. REPLACED ANGLE PER SRM 53-10-10.									
5320 IPXA	909UP 19115	BOEING 72727C				HAT CHANNEL BAC1510335	CORRODED BS 300-344		4/1/97 UPS97222495
INSPECTION TYPE:SI, WHILE WORKING CUST CARD NR 511592 DISCOVERED HAT CHANNEL AT RBL 15 BS 300-344, TO BE CORRODED. REMOVED CORRODED CHANNEL, FABRICATED NEW CHANNEL AND INSTALLED NEW CHANNEL IAW SRM 53-10-1.									
5320 SCNA	285SC 21676	BOEING 7272J4				ANGLE 608365	WORN BS 1070		5/21/97 SCNA97196
DURING HEAVY MAINTENANCE VISIT, FLOOR SUPPORT ANGLE AT STATION 1070, LBL 45 TO 63, WAS FOUND WITH ELONGATED HOLES BY THE L-2 DOOR. REMOVED, FABRICATED AND INSTALLED NEW SUPPORT IAW B727 SRM 51-30-02, 53-10-1, AND B727 MAINTENANCE MANUAL 51-20-11.									
5320 SCNA	285SC 21676	BOEING 7272J4				SUPPORT 608265	CORRODED BS 1050-1130		5/21/97 SCNA97197
DURING HEAVY MAINTENANCE VISIT, FLOOR SUPPORT BETWEEN STATIONS 1050 TO 1070 AND 1110 TO 1130, LBL 12 WAS FOUND CORRODED. REMOVED, FABRICATED AND INSTALLED NEW SUPPORT IAW B727 SRM 51-30-02, 53-10-3, 51-40-4 AND B727 MAINTENANCE MANUAL 51-20-11.									

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5320 SCNA	285SC 21676	BOEING 7272J4				ANGLE 1A21556	CRACKED BS 400-420		5/18/97 SCNA97200
DURING HEAVY MAINTENANCE VISIT, THE CABIN FLOOR SUPPORT INTERCOSTAL WAS FOUND CRACKED BETWEEN FRAMES AT STATION 400 TO 420, LBL 5. REMOVED, FABRICATED AND INSTALLED NEW ANGLE IAW B727 SRM 51-20-1, 51-30-2 AND MAINTENANCE MANUAL 51-20-11.									
5330 AALA	708AA 22465	BOEING 727223				SKIN	CORRODED BS 1060		3/9/98 AALA980471
TUL - SKIN AT STATION 1060 AT STRINGER 30 CORRODED THROUGH APPROX DAMAGE AREA IS 1 INCH BY 1 INCH. REMOVED CORRODED SKIN AND INSTALLED REPAIR PER SRM 53-30-3. (M)									
5330 AALA	708AA 22465	BOEING 727223				SKIN	CORRODED BS 950		3/9/98 AALA980472
TUL - FOUND SKIN CORRODED OUTBOARD OF STRINGER 28L BETWEEN 950E AND 950F. INSTALLED DOUBLER PR SRM 53-30-3 FIG 1. (M)									
5330 AALA	721AA 20729	BOEING 727227				SKIN	WORN BS 307		3/26/98 AALA980624
TUL - SKIN HAS DEEP WEAR BEHIND FUSELAGE TORQUE TUBE IN CENTER SECTION. CUT OUT DAMAGE AND INSTALLED DOUBLER PER SRM 53-30-3. (M)									
5330 IPXA	930UP 19096	BOEING 72722C				SKIN	SCRATCHED BS 530		4/10/98 UPS98226434
INSPECTION TYPE-C, FOUND SCRATCH 3 INCHES LONG NEAR OF FWD CARGO COMPARTMENT, RT SIDE STN 530 WL 188 SECTION 43. REMOVED SCRATCH AND REPAIRED IAW SRM 53-30-3, FIG 3.									
5330 IPXA	930UP 19096	BOEING 72722C				SKIN	CRACKED BS 251.6		4/10/98 UPS98226431
INSPECTION TYPE-C, CRACK FOUND ON FUSELAGE SKIN BS 251.6, WL 221.5. SKIN REPAIRED IAW SRM 53-30-3 FIG 3.									
5330 TWAA	84357 21989	BOEING 727231				SKIN	CRACKED PAX DOORWAY		2/27/98 TWAA9804012
MCI - DURNG C-CHECK, FOUND CRACK IN FUSELAGE SKIN 1.125 INCH LONG GOING FORWARD FROM BOTTOM HINGE POCKET FOR FWD MAIN ENTRY DOOR. CONFIRMED WITH HIGH FREQ EDDY CURRENT. REPAIRED PER SRM 53-10-219 FIG 202, TWA STD PRACTICES, AND SERVICE BULLETIN 727-53-1098, ADDED STAINLESS DOUBLER. (M)									
5330 DALA	494DA 21074	BOEING 727232				SKIN	CRACKED FWD FUSELAGE		3/23/98 DL72S980817
.5 INCH CRACK IN FUSELAGE SKIN AT LOWER INBD CORNER L-4 WINDSHIELD, FROM ATTACH SCREW TO CUTOUT-MARKED. REPAIRED PER SRM 53-30-3 AND ER/A 364469-14.									
5330 IPXA	909UP 19115	BOEING 72727C				SKIN	CORRODED BS 582		3/16/97 UPS97222485
INSPECTION TYPE:SI, CORROSION ON SKIN STA 582 AND STA 587 ABOVE STR 4 RT. REMOVED CORROSION, FABRICATED REPAIR DOUBLERS AND INSTALLED REPAIR DOUBLERS AT STA 560 TO 600 IAW SRM 51-30-2, 51-10-2.									
5330 IPXA	909UP 19115	BOEING 72727C				SKIN	CORRODED BS 670		3/16/97 UPS97222472
INSPECTION TYPE:SI, CORROSION ON SKIN AT STA 670 ABOVE STR 4R. REMOVED DAMAGED AREA CORRODED BEYOND LIMITS, FABRICATED REPAIR DOUBLER AND FILLER INSTALLED PER SRM 53-30-1, 53-30-3.									
5330 DHLA	741DH 21931	BOEING 7272Q9				SKIN	CRACKED ENTRY DOORWAY		1/29/97 DHL9774110C
AT C-CHECK, FUSELAGE SKIN CRACKED AT FWD ENTRY DOOR LOWER HINGE. PERFORMED HFEC, CONFIRMED CRACK. REMOVED FASTENERS AND TRIMMED HINGE FILLER PER S/B 53-198, ACCOMPLISHED X-RAY INSPECTION, NO CRACKS NOTED ON STRAP. INSTALLED DOUBLER PER DETAIL 4 FIG 4 PER S/B 53-198, 6 BY 18.									

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5330 DHLA	741DH 21931	BOEING 7272Q9				SKIN	CORRODED BS 340		1/25/97 DHL9774112C
AT C-CHECK, SKIN BULGED AT STA 340 STR 21R JUST FWD OF JACK POINT. FOUND INTERNAL DOUBLER CORROSION BEYOND LIMITS, CLEANED AREA, INSTALLED INTERNAL DOUBLER PER SRM 51-10-1 AND 51-30-2, 6 BY 6.									
5347 SCNA	282SC 22558	BOEING 727225				SEAT TRACK 694121	CORRODED BS 740-757		5/3/97 SCNA97202
DURING HEAVY MAINTENANCE VISIT, SEAT TRACK WAS FOUND CORRODED AND GOUGED FROM STATIONS 740.00 TO 757.45, RBL 24.75 AND RBL 45.5. REMOVED, FABRICATED AND INSTALLED NEW SEAT TRACK IAW B727 SRM 51-20-2, 53-10-5, AND 51-30-2.									
5347 SCNA	285SC 21676	BOEING 7272J4				SEAT TRACK 606549	CORRODED BS 420-460		5/18/97 SCNA97199
DURING HEAVY MAINTENANCE VISIT, THE SEAT TRACK BETWEEN STATIONS 420 TO 460, RBL 55 WAS FOUND CORRODED. REMOVED, FABRICATED AND INSTALLED NEW SEAT TRACK IAW B727 SRM 53-10-2, 51-30-2, AND MAINTENANCE MANUAL 51-20-11.									
5347 SCNA	285SC 21676	BOEING 7272J4				SEAT TRACK 606547	CORRODED BS 1025-1090		5/25/97 SCNA97198
DURING HEAVY MAINTENANCE VISIT, THE SEAT TRACK BETWEEN STATIONS 1025 TO 1090, LBL 46 TO 47, WAS FOUND CORRODED. REMOVED, FABRICATED, AND INSTALLED NEW SEAT TRACK IAW B727 SRM 53-10-02 AND 53-10-03.									
5400 IPXA	930UP 19096	BOEING 72722C				WEB	CRACKED BS 1380		4/7/98 UPS98226432
INSPECTION TYPE-C, SUSPECT CRACK ON WEB ABOVE NR 2 ENGINE HORIZONTAL FIREWALL RT SIDE AT BS 1380. NEW WEB FABRICATED AND INSTALLED IAW DRAWING 65-17555.									
5521 IPXA	930UP 19096	BOEING 72722C				RIB	CRACKED LT ELEVATOR		4/7/98 UPS98226472
INSPECTION TYPE-C, RESULTS OF X-RAY ON LT ELEVATOR SHOWS CRACK IN LOWER RIB AREA BETWEEN ES 66.79 AND ES 71.79, 23 INCHES FWD OF TRAILING EDGE. DAMAGE TRIMMED OUT IAW SRM 55-20-1 AND REPAIR CARRIED IAW SRS ENGINEERING ORDER 98-10-006, REF UPS ENGINEERING FILE NUMBER 727-55-0369.									
5521 IPXA	930UP 19096	BOEING 72722C				RIB	CRACKED LT ELEVATOR		4/7/98 UPS98226475
INSPECTION TYPE-C, RESULTS OF X-RAY INSPECTION ON LT ELEVATOR SHOWS CRACK IN LOWER RIB REPAIR AREA BETWEEN ES 66.79 AND 69.79 AT 23 INCHES FWD OF TRAILING EDGE. DAMAGED AREA OF RIB TRIMMED OUT AND REPAIR CARRIED OUT IAW SRS ENGINEERING ORDER 98-10-006, UPS ENGINEERING FILE NUMBER 727-55-0369.									
5522 IPXA	930UP 19096	BOEING 72722C				SKIN	CRACKED LT ELEVATOR		4/16/98 UPS98226473
INSPECTION TYPE-C, LT ELEVATOR TRAILING EDGE FASTENER HOLES FOUND CRACKED AND DAMAGED. DAMAGE BLENDED OUT AND REPAIR CARRIED OUT IAW SRM 55-20-3, FIG 2.									
5522 DALA	498DA 21142	BOEING 727232				ACCESS PANEL	CRACKED LT ELEVATOR		4/14/98 DL72S980806
FOUND ON B2 LETTER CK, 4 INCH CRACK ON BALANCE BOARD ACCESS PANEL 9114. REPAIRED PER SRM 55-20-3.									
5522 CALA	579PE 21662	BOEING 727243				SKIN	DENTED RT ELEVATOR		10/11/96 CALA9601503
INSPECTION FOUND INBOARD UPPER SKIN TRAILING EDGE OF RIGHT ELEVATOR DENTED. A REPAIR DOUBLER WAS FABRICATED AND INSTALLED IAW SRM 55-20-3, FIGURE 5.									
5530 DALA	498DA 21142	BOEING 727232				FITTING 65872607	CRACKED VERT STAB		4/14/98 DL72S980807
FOUND ON B2 LETTER CK, LT INBD VERTICAL STAB TIE BOLT FITTING CRACKED 1 INCH AT THE FIRST FASTENER HOLE AFT OF THE TIE BOLT. REPLACED FITTING PER BOEING DRAWING 65-17509.									

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5530 DHLA	741DH 21931	BOEING 7272Q9				STRINGER	CRACKED VERTICAL STAB		1/23/97 DHL9774113C
AT C-CHECK, VERTICAL STAB INTERIOR, FIN STA 157.2 STR 8 TO FRAME IS CRACKED. CUT OUT DAMAGED AREA AT FLANGE OF STRINGER 8, CUT NEW ANGLE AND INSTALLED REPAIR PER SRM 55-30-4. REPAIR 1 BY 12, STRAP 12.									
5531 CALA	15781 20636	BOEING 727232				SPAR	CORRODED VERT STAB		4/17/98 CALA9800677
INSPECTION FOUND VERTICAL STABILIZER FRONT SPAR FIN STA 87 TO 100 CORRODED ON RT SIDE. THE CORRODED AREA WAS CUT OUT, A REPAIR ANGLE AND STRAP WERE FABRICATED AND INSTALLED IAW ENGINEERING ORDER 98-833.									
5720 DALA	475DA 20752	BOEING 727232				AUX SPAR	CHAFED LT WING		4/17/98 DL72S980833
FOUND ON A1 LTR CHECK, MLG CHAFING FWD SURFACE OF AUX SPAR I/B END. REPAIRED PER M/M 57-43-0.									
5720 DHLA	741DH 21931	BOEING 7272Q9				FALSE SPAR	CRACKED NR 4 FLAP TRACK		1/21/97 DHL9774108C
AT C-CHECK, FALSE SPAR WEB CRACKED AFT SIDE ABOVE NR 4 FLAP TRACK. REMOVED FASTENERS IN WEB, STOP DRILL CRACK, ACCOMPLISHED HFEC, NO CRACKS NOTED. INSTALLED WEB REPAIR PER SRM 51-40-2, 4.5 BY 3.5.									
5730 AALA	721AA 20729	BOEING 727227				SKIN	CORRODED WS 491-574		3/26/98 AALA980608
TUL - FASTENERS AND SKIN HAS CORROSION AT STRINGER 8 ON LOWER SURFACE OF RT WING FROM WS 491.5 TO WS 574. REMOVED CORRODED FASTENERS AND CORROSION PER SRM 57-30-1 ALODINED AND PRIMED AREAS. INSTALLED REPAIR STRAP AT STATION 496 PER ESO 11697 AND INSTALLED NEW FASTENERS PER ESO 11697 DATED 3-7-98. (M)									
5730 AALA	721AA 20729	BOEING 727227				SKIN	CORRODED WS 410-491		3/26/98 AALA980609
TUL - FASTENERS AND SKIN HAVE CORROSION AT STRINGER 8 LOWER SURFACE OF RT WING FROM WING STATION 410 TO 491.5. REMOVED CORRODED FASTENERS AND CORROSION PER SRM 51-30-1, ALODINED AND PRIMED AREA. INSTALLED REPAIR STRAP AT STATION 418 AND 488 PER ESO 11697 AND INSTALLED FASTENERS PER ESO 11697 3-17-98. (M)									
5730 AALA	721AA 20729	BOEING 727227				SKIN	CORRODED WS 491-574		3/26/98 AALA980612
TUL - FASTENERS AND SKIN HAS CORROSION AT STRINGER 6 ON LOWER SURFACE OF RIGHT WING FOR WS 491.5 TO STATION 574. REMOVED CORRODED FASTENERS AND CORROSION PER SRM 57-30-1, ALODINED AND PRIMED INSTALLED REPAIR STRAP AT STATION 496 PER ESO 11697 AND INSTALLED NEW FASTENERS PER ESO 11697 DATED 3-17-98. (M)									
5730 AALA	721AA 20729	BOEING 727227				SKIN	CORRODED WS 474-500		3/26/98 AALA980619
TUL - LOWER WING SKIN HAS CORROSION AROUND 26 EACH FASTENERS STRINGER 8 WS 474-500. REMOVED CORROSION AND INSTALLED REPAIR STRAP AS PER ESO 11697, DATED 3/17/98. (M)									
5730 AALA	721AA 20729	BOEING 727227				SKIN	CORRODED WS 474-500		3/26/98 AALA980618
TUL - FOUND CORROSION AROUND 9 FASTENERS ON LOWER WING SKIN STRINGER 6, WS 474-500. REMOVED CORROSION AND INSTALLED REPAIR STRAP AS PER ESO 11697, DATED 3/17/98. (M)									
5730 AALA	721AA 20729	BOEING 727227				SKIN	CORRODED WS 330-410		3/26/98 AALA980613
TUL - FASTENERS AND SKIN HAVE CORROSION AT STRINGER 8 ON LOWER SURFACE OF RT WING FROM WING STATION 330.5-410. REMOVED CORRODED FASTENERS, REMOVED CORROSION IAW SRM 57-30-1, ALODINED AND PRIMED. INSTALLED REPAIR STRAP IAW ESO 11697 WITH NEW FASTENERS. (M)									

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5730 AALA	721AA 20729	BOEING 727227				SKIN	CORRODED WS 417-456		3/26/98 AALA980611
TUL - FASTENERS AND LOWER WING SKIN CORRODED AT STRINGER 6 RIGHT WING FROM STATION 410.0 TO WS 491.5. REPAIRED AREA PER ESO 11697, DATED 3-17-98. (M)									
5730 AALA	721AA 20729	BOEING 727227				SKIN	CORRODED WS 251-330		3/26/98 AALA980615
TUL - FASTENERS AND SKIN HAVE CORROSION AT STRINGER 6 LOWER SURFACE OF RIGHT WING, WING STATION 251 TO 330.5. ALODINED AND PRIMED AREA, INSTALLED REPAIR STRAP IAW ESO 11697 DATED 3-17-98 AND INSTALLED NEW FASTENERS IAW ESO 11697, DATED 3-17-98. (M)									
5730 DHLA	741DH 21931	BOEING 7272Q9				SKIN	CRACKED WING LE		1/20/97 DHL9774109C
AT C-CHECK, NR 3 SLAT O/B TRACK CUTOUT IN WING LEADING EDGE CRACKED. STOP DRILLED CRACK, ACCOMPLISH HFEC, NO FURTHER CRACK PROGRESSION NOTED. INSTALLED DOUBLER REPAIR PER SRM 51-10-1, REPAIRED 4 BY 2.5.									
5751 IPXA	909UP 19115	BOEING 72727C				HINGE FITTING 65192596	CORRODED LT AILERON		3/28/97 UPS97222487
INSPECTION TYPE:SI, L/W OUTBOARD AILERON, OUTBOARD CENTER WING SIDE HINGE FITTING, IS CORRODED AT NUTPLATE. REMOVED AND REPLACED HINGE FITTING IAW SRM 51-30-2, 51-30-5.									
5751 IPXA	909UP 19115	BOEING 72727C				HINGE FITTING 651926012	CORRODED LT AILERON		3/28/97 UPS97222486
INSPECTION TYPE:SI, L/W OUTBOARD AILERON, INBOARD CENTER WING SIDE HINGE FITTING, IS CORRODED AT NUTPLATE. REMOVED AND REPLACED HINGE FITTING IAW SRM 50-30-2, 51-30-5.									
5753 IPXA	930UP 19096	BOEING 72722C				SKIN	DELAMINATED LT TE FLAP		4/7/98 UPS98226445
INSPECTION TYPE-C, LT INBD AFT FLAP HAS DELAMINATION OUTBD LOWER SURFACE. REPAIRED IAW SRM 51-40-9.									
5753 DALA	402DA 21146	BOEING 727232				RIB 652163387	CRACKED NR 1 TE MIDFLAP		3/19/98 DL72S980820
DURING SHOP VISIT, THE NR 1 MIDFLAP WAS FOUND WITH IB AFT CLOSEOUT RIB CRACKED AT LOWER AFT CORNER. THE RIB WAS REPAIRED BY STOP DRILLING THE CRACK AND INSTALLING A DOUBLER PER 727 MM 57-52-0,FIG. 808.									
5753 IPXA	209UP 21698	BOEING 727247				FLAP TRACK 65192702	CORRODED NR 4		3/31/97 UPS97222479
INSPECTION TYPE:SI, CORROSION NR 4 FLAP TRACK IS CORRODED AT AFT MOUNT PAD AND NUTPLATE IS WORN IN SEVERAL AREAS. REMOVED AND REPLACED NR 4 FLAP TRACK IAW MM 27-51-31 ON TC NR C57-581-04-3D.									
5753 IPXA	909UP 19115	BOEING 72727C				FITTING 653273415	CORRODED NR 1 FLAP TRACK		4/1/97 UPS97222494
INSPECTION TYPE:SI, CORROSION NR 1 FLAP TRACK FWD ATTACH FITTING HAS RUST AROUND BOLT HOLE. CORROSION REMOVAL EXCEEDED DESIGN LIMITS PER BOEING DWR NR 65-32734. REMOVED AND REPLACED NR 1 FLAP TRACK FWD ATTACH FITTING PER SRM 51-10-6, INSTALLATION DONE ON TC NR C57-581-04-3D.									
5753 IPXA	909UP 19115	BOEING 72727C				FITTING 65327333	CORRODED NR 2 FLAP TRACK		4/1/97 UPS97222493
INSPECTION TYPE:SI, CORROSION NR 2 FLAP TRACK FWD ATTACH FITTING HAS RUST AROUND BOLT HOLE. CORROSION REMOVAL EXCEEDED DESIGN LIMITS PER BOEING DWR NR 65-32734. REMOVED AND REPLACED NR 2 FLAP TRACK FWD ATTACH FITTING PER SRM 51-10-6, INSTALLATION DONE ON TC NR C57-581-04-3D.									
5754 DALA	475DA 20752	BOEING 727232				STIFFENER	CRACKED RT LE SPAR		4/17/98 DL72S980832
FOUND ON A1 LETTER CK, 2 SPAR STIFFENERS CRACKED AT NR 7 SLAT INBD AND OUTBD STIFFENERS AT THE OUTBD TRACK. REPLACED STIFFENERS PER MM 57-20-21.									

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5754 DALA	475DA 20752	BOEING 727232				RIB	CRACKED NR 4 LE SLAT		4/17/98 DL72S980835
FOUND ON A1 LTR CHECK, NR 4 SLAT NOSE RIB CRACKED 1.5 INCH O/B SIDE OF ACTUATOR ROD END. REPAIRED PER M/M 57-54-0.									
5754 IPXA	909UP 19115	BOEING 72727C				RIB TPN75	CRACKED NR 2 LE SLAT		3/31/97 UPS97222481
INSPECTION TYPE:SI, RIB CHORD ON NR 2 SLAT, AT SLAT STATION 313.136. REMOVED DAMAGED PORTION OF RIB, PROCURED REPAIR DOUBLER AND INSTALLED REPAIR DOUBLER IAW SRM 51-30-2, 57-50-3.									
5755 IPXA	209UP 21698	BOEING 727247				SPOILER 651734781A	DELAMINATION NR 13		3/30/97 UPS97222471
INSPECTION TYPE:SI, NR 13 SPOILER X-RAYS VIEWS 2, 3, 4, 5, 6, HAS WATER ENTRAPMENT INDICATION NOTED UPPER SKIN DISBONDED. REPAIRED SPOILER IAW SRM 57-50-06.									
5755 IPXA	909UP 19115	BOEING 72727C				SPOILER 651734855	DELAMINATION NR 15		3/31/97 UPS97222483
INSPECTION TYPE:SI, NR 5 SPOILER HAS A 5 BY 5 AREA OF DELAMINATION ON UPPER SURFACE, FROM L/E AND 16 FROM INBD END. REMOVED DAMAGE AND REPAIRED AREA IAW SRM 57-50-6 AND SRM 51-40-6.									
5755 IPXA	909UP 19115	BOEING 72727C				SPOILER 651734855	DELAMINATION NR 6		3/31/97 UPS97222489
INSPECTION TYPE:SI, NR 6 SPOILER PANEL HAS 5 AREAS OF DELAMINATION 1 INCH BY 1 INCH, AND AN AREA OF DELAMINATION 6 INCH BY 8 INCH ON UPPER SURFACE. REMOVED DELAMINATION AND APPLIED REPAIR IAW SRM 57-50-6 AND MM 51-20-12.									
5755 IPXA	909UP 19115	BOEING 72727C				SPOILER	DISBONDED NR 13		3/28/97 UPS97222477
INSPECTION TYPE:SI, NR 13 SPOILER X-RAY VIEW 1, 2, 3, 4, 5, 6, HAS WATER ENTRAPMENT INDICATIONS NOTED. REPAIRED NR 13 SPOILER PER SRM 57-50-6.									
5755 IPXA	909UP 19115	BOEING 72727C				SPOILER	DISBOND NR 11		3/28/97 UPS97222476
INSPECTION TYPE:SI, NR 11 SPOILER X-RAY VIEW 4, 5, 6, HAS WATER ENTRAPMENT INDICATIONS NOTED. REPAIRED NR 11 SPOILER PER SRM 57-50-6.									
7830 SCNA	275AF 22092	BOEING 727227				TR LIGHT	ILLUMINATED NR 3 ENGINE		4/8/98 SCNA98034
ON TAKEOFF ROLL, NUMBER THREE REVERSER LIGHT ILLUMINATED, ABORTED TAKEOFF. MEGGED WIRES BACK TO THRUST REVERSER SWITCH AND FUNCTIONALLY TESTED GOOD. SYSTEM OPERATIONAL CHECKS NORMAL.									
7830 SCNA	275AF 22092	BOEING 727227				TR VALVE 65379135	FAILED NR 3 ENGINE		4/15/98 SCNA98035
NUMBER THREE THRUST REVERSER OPERATION LIGHT ILLUMINATED AT APPROXIMATELY 1.95 EPR ON TAKEOFF ROLL. TAKEOFF ABORTED AT 60 KNOTS. REMOVED AND REPLACED THRUST REVERSER DIRECTIONAL VALVE PER MAINTENANCE MANUAL CHAPTER 783015, OPERATIONAL CHECK GOOD.									
8011 UALA *****	7260U 21407	BOEING 727222	PWA JT8D15			BEARING 505422	FAILED STARTER DRIVE		2/19/98 5909 98UAL900075
NR 1 ENGINE OIL PRESSURE LIGHT ILLUMINATED AND OIL PRESSURE INDICATED ZERO. SHUT DOWN ENGINE AND DIVERTED TO OMA. *S/D* THE STARTER DRIVE BALL BEARING CAGE FAILED. ONE BALL WAS INGESTED INTO THE MAIN OIL PUMP RESULTING IN A SHEARED SHAFT AND ZERO OIL PRESSURE. BEARING THRESHOLD LIMITS HAVE BEEN IMPLEMENTED TO PREVENT SUCH FAILURES IN THE FUTURE.									
2565 CALA	12231 19885	BOEING 737217				SLIDE	LOW PRESSURE R-2 DOOR		4/21/98 CALA9800684
INSPECTION FOUND R-2 DOOR SLIDE PRESSURE AT ZERO. THE R-2 DOOR SLIDE WAS REMOVED AND REPLACED IAW MM 25-61-311.									

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2565 ASAA	741AS 21959	BOEING 7372Q8C				SLIDE BOTTLE 104343	LOW PRESSURE L1 DOOR		2/28/97 ASAA9710017
SEA - DURING SCHEDULED MAINTENANCE, THE L1 DOOR EMERGENCY EVACUATION SLIDE INFLATION BOTTLE PRESSURE WAS FOUND LOW. REPLACED THE EMERGENCY EVACUATION SLIDE. (M)									
2612 ZZDA	461AT 20976	BOEING 7372E1				FIRE LOOP 894481	CRIMPED APU		4/30/97 97ZZM666
FLT 581 - MDT-MCO - DIVERTED TO GSO DUE TO LOG ITEM 'APU FIRE WARNING AND BELL INTERMITTENT IN FLIGHT'. APU WAS NOT RUNNING APU FIRE HANDLE PULLED. INSPECTED APU AND FOUND NUMEROUS CRIMPS IN LOWER APU FIRE DETECTION LOOP (FWD). REMOVED AND REPLACED THE APU LOWER FIRE DETECTION LOOP IAW MM 26-15-12. OPS CHECK THE SYSTEM AND CHECK GOOD. (M)									
2613 UALA	351UA 24319	BOEING 737322	GE CFM56*			OVERHEAT LIGHT	ILLUMINATED RT WING/BODY		4/12/98 98UAL900143
RIGHT WING BODY OVERHEAT DETECTION SYSTEM LIGHT ON.									
2710 ZZDA	461AT 20976	BOEING 7372E1				PCU 654476114	CRACKED AILERONS		5/19/97 97ZZM665
FLT 741 - MCO - LOST HYDRAULIC 'A' SYSTEM PRESSURE AFTER LANDING AND EXITING THE RUNWAY. QTY WENT TO ZERO. REPLACED 'A' SYSTEM AILERON PCU (PCU HOUSING FOUND TO BE CRACKED). REPLACED 'A' SYSTEM MAIN HYDRAULIC FILTER. NO EVIDENCE OF METAL CONTAMINATION WAS FOUND IN CASE DRAIN FILTER. (M)									
2750 CALA	14206 19023	BOEING 737130				TORQUE TUBE	DAMAGED RT TE FLAP		4/19/98 CALA9800680
WHEN FLAPS WERE EXTENDED ON APPROACH, THE FLAP INDICATOR DID NOT MOVE. THE FLAPS WERE LOWERED MANUALLY AND THE AIRCRAFT LANDED WITHOUT INCIDENT. TROUBLESHOOTING FOUND THE RT INBOARD FLAP TORQUE TUBE DAMAGED. THE TORQUE WAS REMOVED AND REPLACED IAW MM 27-51-251. IN ADDITION, MAINTENANCE FOUND A BAD FLAP POSITION INDICATOR. THE FLAP POSITION INDICATOR WAS REMOVED AND REPLACED IAW MM 27-58-41. FLAP OPERATION AND INDICATIONS CHECKED GOOD.									
2782 SWAA	20SW 21337	BOEING 7372H4				ACTUATOR 654465117	FAILED NR 1 LE FLAP		6/1/97 SWAA970521
AFTER TAKEOFF DURING FLAP RETRACTION, NR 1 STAY REMAINED IN FULL EXTEND POSITION. RECYCLED FLAPS. RETURNED TO DTW AND MADE AN UNEVENTFUL LANDING. REPLACED NR 1 SLAT ACTUATOR PER BOEING M/M.									
2910 SWAA	647SW 27717	BOEING 7373H4				HYD SYST	OVERSERVICED A-HYD SYST		4/15/98 SWAA980628
ON TAKEOFF, CREW NOTED A RUBBER TYPE BURN SMELL COMING THROUGH DUCT SYSTEM. NO VISIBLE SMOKE. ODOR DISSIPATED AT LOWER THRUST SETTING. AIRCRAFT RETURNED TO MDW AND MADE AN UNEVENTFUL LANDING. INSPECTED AIRCRAFT, FOUND A SYSTEM HYD RESERVOIR OVERSERVICED. DESERVICED TO PROPER LEVEL AND PERFORMED ENGINE POWER ASSURANCE RUN PER BOEING M/M.									
3230 SWAA	81SW 22730	BOEING 7372H4				UPLOCK ACTUATOR 654482517	MALFUNCTIONED RT MLG		3/28/97 SWAA970324
AFTER TAKEOFF, WITH GEAR LEVER IN OFF POSITION, RIGHT GEAR RED AND GREEN LIGHTS ILLUMINATED. AIRCRAFT RETURNED TO PHX AND MADE AN UNEVENTFUL LANDING. REPLACED RIGHT MAIN GEAR UPLOCK ACTUATOR, AND SEQUENCING VALVE PER BOEING M/M.									
3260 SWAA	674AA 23252	BOEING 7373A4				SENSOR	FAILED NLG		5/29/97 SWAA970526
AFTER TAKEOFF, NOSE GEAR RED AND GREEN LIGHTS ILLUMINATED WITH GEAR IN UP POSITION. AIRCRAFT RETURNED TO PHX AND MADE AN UNEVENTFUL LANDING. REPLACED POSITION SENSOR, PC CIRCUIT CARD, AND PERFORMED GEAR RETRACT TEST PER BOEING M/M.									

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3260 CALA	60312 23363	BOEING 7373T0				LOGIC CARD 1061226211	INOPERATIVE LANDING GEAR		3/31/97 CALA9700445
THE LANDING GEAR WOULD NOT RETRACT AFTER TAKEOFF FROM IAH. THE GEAR HANDLE WOULD NOT MOVE PAST THE OFF TO THE UP POSITION. THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE FOUND THE M991 AIR SENSING SQUAT SWITCH CARD AT FAULT. THE M991 CARD WAS REMOVED AND REPLACED. THE CARD TESTED GOOD IAW MM 32-09-20, PAGE 416.									
3260 CALA	47332 23570	BOEING 7373T0				SENSOR	OUT OF ADJUST RT MLG		4/18/98 CALA9800673
THE RT MLG RED UNSAFE LIGHT REMAINED ILLUMINATED AFTER GEAR RETRACTION LEAVING IAH. WHEN OFF POSITION WAS SELECTED, BOTH RED AND GREEN LIGHTS WERE ILLUMINATED. THE AIRCRAFT WAS RETURNED TO IAH WHERE IT LANDED WITHOUT INCIDENT. MAINTENANCE ADJUSTED THE RT MLG UPLOCK SENSOR TARGET. A RETRACTION TEST WAS PERFORMED AND ALL INDICATIONS CHECKED NORMAL.									
3350 AWXA	708AW 19771	BOEING 737112				WIRING	DISCONNECTED CABIN		6/2/97 AWXA9700326
DURING ROUTINE MAINTENANCE CHECK, FOUND ROW 1 TO ROW 4 EMERGENCY LIGHTS STAYING ON. REPAIRED BAD WIRE SPLICE AT ROW 4 LEFT, OPS CHECK GOOD.									
3350 TSAA	821AL 23155	BOEING 737230				BATTERY PACK 86210066	DISCHARGED CABIN		4/2/98 TSAA9833198
ON SERVICE CHECK, FOUND NR 1 POSITION EMERGENCY FLOOR LIGHT INOP. REPLACED BATTERY PACK. OPS CHECK GOOD. AIRCRAFT RETURNED TO SERVICE. (M)									
3350 DALA	316DL 23088	BOEING 737232				FUSE	BLOWN CABIN		4/18/98 DL73K980843
ON SERVICE CK DURING TEST OF EMERGENCY LIGHT SYTEM, FOUND AFT SECTION OF SEAT LIGHTS INOP. FOUND BLOWN FUSE ON PWR SUPPLY CKD FOR SHORTS, NONE FOUND. REPLACED PWR SUPPLY LIGHTS, CK NORMAL.									
3350 DALA	328DL 23100	BOEING 737232				BATTERY PACK	DISCHARGED CABIN		4/20/98 DL73S980856
ON TEST L2 DOOR EXTERIOR EMERGENCY LIGHT WOULD NOT TEST. REPLACED BATTERY PACK POWER SUPPLY.									
3350 ASAA	742AS 23136	BOEING 737290C				LIGHT 30043213	INOPERATIVE CABIN		2/26/97 ASAA9710016
SEA - DURING SCHEDULED MAINTENANCE, THE FORWARD EMERGENCY ESCAPE SLIDE LIGHTS WERE FOUND TO BE INOPERATIVE. REPLACED THE L1 AND R1 EMERGENCY ESCAPE SLIDE LIGHT ASSEMBLIES AND LIGHTS OPERATED NORMALLY. (M)									
3350 ZZDA	461AT 20976	BOEING 7372E1				BATTERY PACK 900835A	DISCHARGED CABIN		5/6/97 97ZZM669
WHILE PERFORMING A LAY OVER CHECK, EMERGENCY PATH LIGHTING IN THE AFT AISLE WAS INOP. REMOVED AND REPLACED AFT EMERGENCY LIGHTS BATTERY PACK IAW MM 33-51-01. OPERATION CHECK GOOD. (M)									
3350 ZZDA	461AT 20976	BOEING 7372E1				LIGHTING	INOPERATIVE CABIN		5/7/97 97ZZM668
DURING A TRANSIT CHECK, THE EMERGENCY PATH LIGHTING SYSTEM WAS INOP. ALL OVERHEAD AND DOOR EMERGENCY LIGHTS OPS CHECK NORMAL. REMOVED MOISTURE FROM THE EMERGENCY PATH LIGHTING TRACK. EMERGENCY PATH LIGHTING SYSTEM OPERATIONAL CHECK GOOD IAW B737 MM 33-51-11. (M)									
3350 SWAA	57SW 21722	BOEING 7372H4				BATTERY 900835A	DISCHARGED CABIN		4/12/98 SWA980592
DURING SCHEDULED SERVICE CHECK, FOUND CENTER EMERGENCY EXIT LIGHT BATTERY AND BASE CHECK BAD. REMOVED AND REPLACED BASE SYSTEM AND BATTERY PER BOEING MM.									

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3350 SWAA	81SW 22730	BOEING 7372H4				CONNECTOR	DIRTY CABIN		3/25/97 SWAA970325
DURING SCHEDULED A1 CHECK, FOUND EMERGENCY EXIT LIGHTS ON BOTH OVERWING EXIT DOORS INOP. CLEANED BATTERY PACK CANNON PLUG AND OP CHECKED PER BOEING M/M.									
3350 SWAA	83SW 22732	BOEING 7372H4				BATTERY 6104791	DISCHARGED CABIN		6/1/97 SWAA970524
DURING SCHEDULED TERMINAL CHECK, FOUND BOTH AFT CABIN DOOR EMERGENCY EXIT LIGHTS INOP. REPLACED BATTERY PACK PER BOEING M/M.									
3350 SWAA	96SW 23055	BOEING 7372H4				BATTERY PACK 6127421	DISCHARGED CABIN		4/10/98 SWA980576
DURING SCHEDULED SERVICE CHECK, FOUND EVACUATION EMERGENCY LIGHT INOP AT THE AFT SERVICE AREA. REMOVED AND REPLACED PACK ASSY FOR THE AFT SLIDE DOOR EMERGENCY LIGHTS, CKS GOOD PER BOEING MM.									
3350 ZZDA	464AT 21278	BOEING 7372L9				LIGHT 1000679	INOPERATIVE CABIN		5/7/97 97ZZM667
DURING A LAYOVER CHECK, THE R2 DOOR OVERDOOR EMERGENCY EXIT LIGHT PACK WAS INOP. REPLACED LIGHT PACK ASSY. SYSTEM OPERATIONALLY CHECK GOOD. (M)									
3350 ZZDA	465AT 21528	BOEING 7372L9				LIGHT OL3071BPEGPL	DAMAGED CABIN		4/14/97 97ZZM664
DURING LAY OVER CHECK, WHILE TESTING THE FLOOR PROXIMITY LIGHT SYSTEM IT WAS NOTICED THAT AT ROW 12 ONE LIGH SOCKET WAS DAMAGED AND NOT WORKING. NO REPLACEMENT SOCKET WAS AVAILABLE IN GSO SO THE ITEM WAS DEFERRED ON MEL 439, IAW 33019. THE BULB P/N OL3071BPEGPL. THE PART NR ON THE SOCKET WAS 6100928. REPAIRED THE LIGHT SOCKET PER MM 33-51-00 AND SYSTEM OPS CHECK GOOD. (M)									
3350 ZZDA	465AT 21528	BOEING 7372L9				CHARGER 6013211	INOPERATIVE CABIN		4/8/98 VJ9800131
LT EMERGENCY OVERWING LIGHT INOP. REPLACED BATTERY CHARGER IAW MM 33-51-31; OPS CHECKS GOOD.									
3350 SWAA	130SW 22699	BOEING 7372T4				LIGHT	INOPERATIVE CABIN		3/27/97 SWAA970344
DURING SCHEDULED A1 CHECK, FOUND EMERGENCY EXIT LIGHTING INOP AT FWD SERVICE DOOR. RELAMPED PER BOEING M/M.									
3350 AWXA	149AW 22575	BOEING 7372U9				BATTERY PACK 831862	DISCHARGE CABIN		3/29/97 AWXA9700205
DURING ROUTINE MAINTENANCE CHECK, FOUND ROWS 1-5 EMERGENCY LIGHTS INOP. REPLACED BATTERY PACK, ROW 4 LEFT. OPS CHECKS GOOD STC SA3432NM.									
3350 AWXA	149AW 22575	BOEING 7372U9				BATTERY 900835A	DISCHARGED CABIN		4/7/98 AWXA9800092
EMERGENCY EXIT LIGHTS ALONG SIDE DOORS L1 AND R1 AND RT OVERWING INOP. REMOVED AND REPLACED BATTERY CARTRIDGE ASSY, OPS CK GOOD AT THIS TIME.									
3350 USAA	584US 23743	BOEING 737301				LIGHT	INOPERATIVE CABIN		5/9/97 USAASB97126
PIT - FL455 - MAINTENANCE FOUND THE EMERGENCY EXIT LIGHT AT ROW 10 INOP. MAINTENANCE REPAIRED AND REINSTALLED LIGHT ASSEMBLY. OPS CHECK GOOD. (M)									
3350 AWXA	168AW 23629	BOEING 73733A				FUSE 864705	BLOWN CABIN		4/8/98 AWXA9800094
EMERGENCY LIGHTS ON SEAT ROWS 6 TO 18 INOP. REPLACED FUSE IN EMERGENCY LIGHT POWER SUPPLY, OPS CK GOOD.									

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3350 AWXA	322AW 25400	BOEING 7373G7				BATTERY 849029	DISCHARGE CABIN		3/29/97 AWXA9700206
	DURING ROUTINE MAINTENANCE CHECK, FOUND EMERGENCY LIGHTS INOP AT R1 DOOR. REMOVED AND REPLACED EMERGENCY EXIT BATTERY ASSY. OPS CHECK GOOD. STC SA3432NM								
3350 SWAA	686SW 23175	BOEING 7373H4				BATTERY PACK 20131A	DISCHARGED CABIN		4/9/98 SWA980558
	DURING SCHEDULED SERVICE CHECK, FOUND R-2 EXTERIOR EMERGENCY LIGHT AND L-2 INTERIOR EMERGENCY LIGHT INOP. REPLACED BATTERY PACK PER BOEING MM.								
3350 SWAA	324SW 23414	BOEING 7373H4				BALLAST 6128251	FAILED CABIN		5/31/97 SWAA970527
	DURING SCHEDULED SERVICE CHECK, FOUND FWD SECTION OF CABIN EMERGENCY FLOOR TRACK LIGHTING. REPLACED BATTERY PACK BALLAST PER BOEING M/M.								
3350 SWAA	355SW 25250	BOEING 7373H4				BATTERY P4010021	DISCHARGED CABIN		4/14/98 SWAA980631
	DURING PREFLIGHT CHECK, FOUND FWD EMERGENCY FLASHLIGHT INOP. REPLACED BATTERY PER BOEING M/M.								
3350 ASAA	786AS 24795	BOEING 7374S3				WIRING	DISCONNECTED CABIN		2/27/97 ASAA9740004
	SEA - FLT 417 - PRIOR TO DEPARTURE, THE EMERGENCY EXIT FLOOR TRACK LIGHTS WERE FOUND TO BE INOPERATIVE AT ROW 13. RECONNECTED WIRING AND LIGHTS OPERATED NORMALLY. (M)								
3350 SWAA	507SW 24184	BOEING 7375H4				LIGHTS	INOPERATIVE CABIN		3/29/97 SWAA970348
	DURING WALKAROUND, FOUND A SECTION OF CABIN EMERGENCY TRACK LIGHTING INOP. RECONNECTED 2 LIGHT ASSEMBLIES AND OP CHECKED PER BOEING M/M.								
3350 SWAA	515SW 25154	BOEING 7375H4				WIRING	FAILED CABIN		5/30/97 SWAA970530
	DURING WALKAROUND CHECK, FOUND SEVERAL INTERIOR EMERGENCY EXIT LIGHTS INOP. REPAIRED WIRING AND OP CHECKED PER BOEING M/M.								
5241 SWAA	94SW 23053	BOEING 7372H4				DOUBLER	CRACKED GALLEY DOOR		3/27/97 SWAA970331
	DURING SCHEDULED D CHECK, FOUND FWD GALLEY DOOR LOWER AFT FRAME INNER DOUBLER CRACKED. REPAIRED PER BOEING SRM.								
5311 SWAA	94SW 23053	BOEING 7372H4				FRAME	CRACKED BS 695		3/27/97 SWAA970328
	DURING SCHEDULED D CHECK, FOUND FUSELAGE FRAME CRACKED AT BS 695, LBL 65, WL 203.5. REPAIRED PER BOEING SRM.								
5311 SWAA	94SW 23053	BOEING 7372H4				FRAME	CORRODED BS 500		3/27/97 SWAA970333
	DURING SCHEDULED D CHECK, FOUND FUSELAGE FRAME CORRODED AT BS 500, RBL 25, WL 156. REPAIRED PER BOEING SRM.								
5311 SWAA	334SW 23938	BOEING 7373H4				FRAME	CRACKED BS 400/747/867		4/15/98 SWAA980627
	DURING SCHEDULED D-CHECK, FOUND FRAME CRACKED AT BS 400, 747, AND 867. REPAIRED PER BOEING SRM.								
5311 SWAA	334SW 23938	BOEING 7373H4				FRAME	CRACKED BS 400/867		4/10/98 SWA980577
	DURING SCHEDULED D-CHECK, FOUND CRACKED FRAME AT HAT RACK ATTACH ANGLE BETWEEN STR 8 LT AND 9 LT AT BS 867 AND BS 400, STR 8 RT AND 9 RT. REPAIRED PER BOEING MM.								

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5311 SWAA	696SW 23064	BOEING 7373T5				FRAME	CRACKED BS 301.9		4/9/98 SWA980560
DURING SCHEDULED D-CHECK, FOUND MECHANICAL DAMAGE ON FRAME AT BS 294, LBL 50, WL 267. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	696SW 23064	BOEING 7373T5				FRAME	CRACKED BS 847/400/360		4/10/98 SWA980580
DURING SCHEDULED D-CHECK, FOUND CRACKED FRAME AT HAT RACK ATTACH BRACKET AT BS 847 STR 9 RT, BS 400 STR 9 LT AND BS 360 STR 9 RT. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	696SW 23064	BOEING 7373T5				FRAME	CRACKED BS 887/827/887		4/10/98 SWA980581
DURING SCHEDULED D-CHECK, FOUND CRACKED FRAME AT HAT RACK ATTACH BRACKET AT BS 887, STR 9 LT BS 827 STR 9 LT AND BS 887 STR 9 RT. REMOVED AND REPLACED PER BOEING SRM.									
5311 SWAA	696SW 23064	BOEING 7373T5				FRAME	DENTED BS 500		4/9/98 SWA980563
DURING SCHEDULED D-CHECK, FOUND DENTED FRAME AT BS 500, LBL 63 WL 215. REPAIRED PER BOEING SRM.									
5312 TSAA	726AL 22426	BOEING 737297				BLKHEAD ANGLE	CORRODED BS 520		3/1/98 TSAA9853194
STATION 520 AND STRINGER 27L TO 20L AFT BULKHEAD LEFT 'L' ANGLE HAS LEVEL 2 CORROSION. FABRICATED, TREATED, PRIMED AND INSTALLED ANGLE PER SRM 51-10-1, 51-10-2 AND 51-30-2. (M)									
5312 SWAA	94SW 23053	BOEING 7372H4				BULKHEAD	CRACKED BS 178		3/27/97 SWAA970338
DURING SCHEDULED D CHECK, FOUND BULKHEAD BS 178 CRACKED AT WL 234, LBL 10 AND AT RBL 10. REPAIRED PER BOEING SRM.									
5312 SWAA	721WN 22697	BOEING 7372T4				BULKHEAD	OIL CANNING BS 1016		5/30/97 SWAA970525
DURING SCHEDULED C4 CHECK, FOUND AFT PRESSURE BULKHEAD OIL CANNING AT BS 1016. REPAIRED PER BOEING SRM.									
5312 DALA	3301 23181	BOEING 737347				BULKHEAD WEB 6546568187	CORRODED BS 1016		4/20/98 DL733980852
AFT PRESSURE BLKHD AT FS 1016 WAS FOUND CORRODED AND CRACKED AT APPROX BL 0.0. THE CORROSION INCLUDED SURFACES 0 THE DOME WEB (GORE) AND BOTH THE LT AND RT 'C' CHANNEL STIFFENERS. AN ACCESS HOLE WAS CUT INTO THE FUSELAGE SKIN TO FACILITATE THE GORE REPAIR. REPAIRED PER ERA331614-14 .									
5312 SWAA	334SW 23938	BOEING 7373H4				BULKHEAD	CRACKED BS 178		4/15/98 SWAA980621
DURING SCHEDULED D-CHECK, FOUND BULKHEAD 178 CRACKED AT RBL 4.7, WL 200.5 TO 201.25. REPAIRED PER BOEING SRM.									
5312 SWAA	334SW 23938	BOEING 7373H4				BULKHEAD	CRACKED BS 178		4/15/98 SWAA980624
DURING SCHEDULED D-CHECK, FOUND BULKHEAD 178 CRACKED AT LBL 4.7, WL 198 TO 198.5. REPAIRED PER BOEING SRM.									
5312 SWAA	334SW 23938	BOEING 7373H4				BULKHEAD	CRACKED BS 178		4/15/98 SWAA980623
DURING SCHEDULED D-CHECK, FOUND BULKHEAD 178 CRACKED AT LBL 6.7, WL 211.5 TO 213.25. REPAIRED PER BOEING SRM.									

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5312 SWAA	334SW 23938	BOEING 7373H4				BULKHEAD	CRACKED BS 178		4/15/98 SWAA980622
DURING SCHEDULED D-CHECK, FOUND BULKHEAD 178 CRACKED AT RBL 4.7, WL 198 198.5. REPAIRED PER BOEING SRM.									
5312 SWAA	351SW 24572	BOEING 7373H4				BULKHEAD	CRACKED BS 178		6/2/97 SWAA970528
DURING SCHEDULED D-CHECK, FOUND CRACK INDICATION AT BS 178 BULKHEAD, WL 198 TO RBL 4.7. REPAIRED PER BOEING SRM.									
5312 SWAA	527SW 26569	BOEING 7375H4				BULKHEAD	CRACKED BS 178		6/2/97 SWAA970531
DURING SCHEDULED D-CHECK, FOUND CRACK INDICATION AT BS 178 BULKHEAD, WL 212.25 TO 213. REPAIRED PER TRAMCO EWO 97-0268 AND BOEING SRM.									
5312 SWAA	527SW 26569	BOEING 7375H4				BULKHEAD	CRACKED BS 178		6/2/97 SWAA970532
DURING SCHEDULED D-CHECK, FOUND CRACK INDICATION AT BS 178 BULKHEAD, WL 199.25 TO 199.75. REPAIRED PER TRAMCO EWO 97-0268 AND BOEING SRM.									
5313 SWAA	57SW 21722	BOEING 7372H4				STRINGER	CRACKED BS 1010		4/12/98 SWA980594
DURING SCHEDULED SERVICE CHECK, FOUND CRACKED STRINGER 4L AT BS 1010. REPAIRED PER BOEING SRM.									
5313 SWAA	57SW 21722	BOEING 7372H4				STRINGER	CRACKED BS 380		4/12/98 SWA980593
DURING SCHEDULED SERVICE CHECK, FOUND CRACKED STRINGER 3L AT BS 380 UNDER STRINGER TIE CLIP. REPAIRED PER BOEING SRM.									
5313 SWAA	94SW 23053	BOEING 7372H4				STRINGER	CORRODED BS 322.5		3/27/97 SWAA970340
DURING SCHEDULED D CHECK, FOUND STRINGER END CORRODED AT BS 322.5, S28R. REPAIRED PER BOEING SRM.									
5313 SWAA	334SW 23938	BOEING 7373H4				STRINGER	CRACKED BS 500		4/9/98 SWA980555
DURING SCHEDULED D-CHECK, FOUND CRACKED STRINGER CLIP AT BS 500D, STR 19 RT. REPAIRED PER BOEING SRM.									
5314 DALA	3301 23181	BOEING 737347				KEEL BEAM 65621257	CORRODED BS 500		4/20/98 DL733980851
S28L KEEL BEAM WAS CORRODED AT FS 500D THRU FS 520. THE CORROSION REQUIRED CUTTING AND REMOVING A SECTION FROM FS 500D+10 FWD TO FS 500C+10. REPAIRED PER ERA 331606-14 .									
5315 SWAA	94SW 23053	BOEING 7372H4				FLOORBEAM	CORRODED BS 344		3/27/97 SWAA970336
DURING SCHEDULED D CHECK, FOUND FLOORBEAM CORRODED AT BS 344, LBL 59 TO RBL 11, WL 208 AROUND NUTCLIP HOLES, AND AT BS 328, RBL 23-60, WL 208. REPAIRED PER BOEING SRM.									
5315 SWAA	94SW 23053	BOEING 7372H4				FLOORBEAM	CORRODED BS 312		3/27/97 SWAA970335
DURING SCHEDULED D CHECK, FOUND FLOORBEAM UPPER CHORD CORRODED AT BS 312, LBL 11-RBL 11, WL 208. REPAIRED PER BOEING SRM.									
5315 SWAA	334SW 23938	BOEING 7373H4				FLOORBEAM	CORRODED BS 294/986		4/15/98 SWAA980619
DURING SCHEDULED D-CHECK, FOUND FLOORBEAM CORROSION AT BS 294.5, 986.5. REPAIRED PER BOEING SRM.									

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5315 SWAA	696SW 23064	BOEING 7373T5				FLOORBEAM	CRACKED BS 328		4/9/98 SWA980568
DURING SCHEDULED D-CHECK, FOUND CRACKED FLOORBEAM L-ANGLE AT BS 328 LBL 45 WL 207. REPAIRED PER BOEING SRM.									
5315 SWAA	696SW 23064	BOEING 7373T5				FLOORBEAM	CORRODED BS 312		4/9/98 SWA980573
DURING SCHEDULED D-CHECK, FOUND CORRODED FLOORBEAM AT BS 312, WL 207, LBL 14. REPAIRED PER BOEING SRM.									
5315 SWAA	696SW 23064	BOEING 7373T5				FLOORBEAM	CRACKED BS 328		4/9/98 SWA980569
DURING SCHEDULED D-CHECK, FOUND CRACKED FLOORBEAM STIFFENER AT BS 328, RBL 33, WL 200. REPAIRED PER BOEING SRM.									
5315 SWAA	523SW 26565	BOEING 7375H4				FLOORBEAM	CORRODED BS 987/947		3/31/97 SWAA970352
DURING SCHEDULED D CHECK, FOUND FLOORBEAM CORROSION AT BS 987, RBL 45 TO LBL 22, WL 208, AND AT BS 947, LBL 16, TO RBL 7. REPAIRED PER BOEING SRM.									
5320 TSAA	726AL 22426	BOEING 737297				STRAP	DAMAGED BS 351		3/7/98 TSAA9853197
TEAR STRAP AT STATION 351 AND STRINGER 24R HAD EDGE DISTANCE OF .30 INCH. REPAIRED STRAP BY INSTALLING A DOUBLER PER SBA-SBX-SEA-980002RR AND APPROVED BY 8110-3 DATED MAR 9, 1998. (M)									
5320 TSAA	726AL 22426	BOEING 737297				WEB	CORRODED BS 440/460		2/28/98 TSAA9825193
FLOOR SUPPORT STRUCTURE WEB AT STATION 440 TO 460 AND STRINGER 28L HAS LEVEL 2 CORROSION. FABRICATED REPAIR PART PER SRM 51-10-1. INSTALLED NEW PART PER SRM 51-10-6. (M)									
5320 TSAA	726AL 22426	BOEING 737297				STRAP	DAMAGED BS 896		3/6/98 TSAA9853196
TEAR STRAP AT STATION 896 AND STRINGER 20R HAD EDGE DISTANCE OF .5 DIAMETER (MINIMUM OF 1.5 DIAMETER IS REQUIRED). REPAIRED STRAP BY INSTALLING A DOUBLER PER SBA-SBX-SEA-98-0002RR AND APPROVED BY 8110-3 DATED MAR 9, 1998. AIRCRAFT RETURNED TO SERVICE. (M)									
5320 SWAA	80SW 22675	BOEING 7372H4				INTERCOSTAL	CRACKED BS 291.5		4/15/98 SWAA980629
DURING SCHEDULED 1/4 D-CHECK, FOUND INTERCOSTAL ATTACH ANGLE CRACKED BELOW S15R AT BS 291.5. REPLACED PER BOEING SRM.									
5320 SWAA	80SW 22675	BOEING 7372H4				INTERCOSTAL	CRACKED BS 295		4/15/98 SWAA980630
DURING SCHEDULED 1/4 D-CHECK, FOUND INTERCOSTAL ATTACH ANGLE CRACKED ABOVE S12R AT BS 295. REPLACED PER BOEING SRM.									
5320 SWAA	87SW 22903	BOEING 7372H4				ANGLE	CRACKED BS 639		3/25/97 SWAA970326
DURING SCHEDULED C3 CHECK, FOUND CHORD ANGLE CRACKED AT BS 639, 10 ABOVE S17L. REPLACED PER BOEING SRM.									
5320 SWAA	94SW 23053	BOEING 7372H4				WEB	CORRODED BS 496		3/27/97 SWAA970341
DURING SCHEDULED D CHECK, FOUND CORROSION AT EXISTING WEB REPAIR AT BS 496, RBL 25, WL 156. REPAIRED PER BOEING SRM.									
5320 SWAA	94SW 23053	BOEING 7372H4				TEARSTRAP	CORRODED BS 787-847		3/27/97 SWAA970339
DURING SCHEDULED D CHECK, FOUND TEARSTRAP CORRODED AT BS 787-847, RBL 20, WL 156. REPAIRED PER BOEING SRM.									

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5320 SWAA	94SW 23053	BOEING 7372H4				ANGLE	CORRODED BS 344-360		3/27/97 SWAA970329
DURING SCHEDULED D CHECK, FOUND L ANGLE CORRODED UNDER MOPSILL AT BS 344 TO 360 , LBL 61, WL 207.5. REPLACED PER BOEING SRM.									
5320 SWAA	94SW 23053	BOEING 7372H4				SUPPORT	CORRODED BS 277-294.5		3/27/97 SWAA970334
DURING SCHEDULED D CHECK, FOUND FLOOR SUPPORT CORRODED AT BS 277-294.5, LBL 11, WL 208. REPAIRED PER BOEING SRM.									
5320 SWAA	94SW 23053	BOEING 7372H4				TEE CHORD	CRACKED BS 178		3/27/97 SWAA970337
DURING SCHEDULED D CHECK, FOUND T CHORD CRACKED AT BS 178, LBL 4, WL 185. REPLACED DAMAGED SECTION PER BOEING SRM.									
5320 SWAA	334SW 23938	BOEING 7373H4				INTERCOSTAL	CRACKED BS 289/302/380		4/9/98 SWA980557
DURING SCHEDULED D-CHECK, FOUND CRACKED INTERCOSTAL ATTACH ANGLE AT BS 289, WL 253, ABOVE STR 11 RT, BS 302 WL 256 ABOVE STR 10 L/H AND BS 380 TO 400 LBL 1 WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	334SW 23938	BOEING 7373H4				INTERCOSTAL	CORRODED BS 271		4/9/98 SWA980556
DURING SCHEDULED D-CHECK, FOUND CORRODED INTERCOSTAL AROUND NUT PLATE AT BS 271, RBL 1, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	334SW 23938	BOEING 7373H4				CHORD	CRACKED BS 178		4/15/98 SWAA980626
DURING SCHEDULED D-CHECK, FOUND RT CHORD CRACKED AT BS 178, WL 207, RBL 29 AND LBL 29. REPLACED PER BOEING SRM.									
5320 SWAA	334SW 23938	BOEING 7373H4				CLIP	CRACKED BS 400		4/15/98 SWAA980625
DURING SCHEDULED D-CHECK, FOUND STRINGER CLIP CRACKED AT BS 400 AND S27L, AND AT BS 663.75. REPLACED PER BOEING SRM.									
5320 SWAA	334SW 23938	BOEING 7373H4				ANGLE	CRACKED BS 332.1		4/15/98 SWAA980620
DURING SCHEDULED D-CHECK, FOUND ANGLE CRACKED AT BS 332.1 AT S8R. REPAIRED PER BOEING SRM.									
5320 SWAA	334SW 23938	BOEING 7373H4				ANGLE	CRACKED BS 348		4/10/98 SWA980578
DURING SCHEDULED D-CHECK, FOUND CRACKED L-ANGLE AT DOOR STOP NR 9, BS 348 LBL 65 WL 223. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				ANGLE	CRACKED BS 301.9		4/9/98 SWA980559
DURING SCHEDULED D-CHECK, FOUND CRACKED L-ANGLE AT BS 301.9, LBL 54, WL 257.5. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				ANGLE	CRACKED BS 290		4/9/98 SWA980561
DURING SCHEDULED D-CHECK, FOUND CRACKED ANGLE STIFFENER AT BS 290, RBL 54, WL 240 AND BS 290, RBL 25, WL 254. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CORRODED BS 390/424/454		4/9/98 SWA980564
DURING SCHEDULED D-CHECK, FOUND CORRODED WEB AT BS 390 RBL 70 WL 208, BS 424 TO 438 RBL 70 WL 208 AND BS 454 RBL 70 WL 208. REMOVED AND REPLACED PER BOEING SRM.									

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5320 SWAA	696SW 23064	BOEING 7373T5				STIFFENER	DAMAGED BS 520		4/10/98 SWA980584
DURING SCHEDULED D-CHECK, FOUND CRACKED MECHANICAL DAMAGE IN STIFFENER ANGLE AT BS 520, RBL 25, WL 200. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CRACKED BS 519		4/10/98 SWA980582
DURING SCHEDULED D-CHECK, FOUND CRACKED SHEAR WEB AT BS 519, RBL 25, WL 206. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				ANGLE	CRACKED BS 294		4/10/98 SWA980583
DURING SCHEDULED D-CHECK, FOUND CRACKED L-ANGLE AT BS 294, WL 208.5, RBL 55. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CRACKED BS 1032-1034		4/10/98 SWA980585
DURING SCHEDULED D-CHECK, FOUND CRACKED WEB AT BS 1034, LBL 2 WL 209, BS 1033 LBL 9.5 WL 209 AND BS 1032 LBL 18 WL 209. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CRACKED BS 277		4/9/98 SWA980562
DURING SCHEDULED D-CHECK, FOUND CRACKED WEB INTERCOSTAL AT BS 277, RBL 56, WL 231. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				SUPPORT	CRACKED BS 328		4/9/98 SWA980567
DURING SCHEDULED D-CHECK, FOUND CRACKED CHANNEL SUPPORT AT BS 328, LBL 44.5, WL 208. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CORRODED BS 381-389		4/9/98 SWA980566
DURING SCHEDULED D-CHECK, FOUND CORRODED WEB AT BS 381 TO 389, LBL 70, WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CORRODED BS 500		4/9/98 SWA980565
DURING SCHEDULED D-CHECK, FOUND CORRODED WEB AT BS 500+11 AND 18, RBL 70 WL 208, BS 500 A+7 RBL 70 WL 208 AND BS 500 C+10 TO 18 RBL 70 WL 208. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CRACKED BS 1032		4/10/98 SWA980586
DURING SCHEDULED D-CHECK, FOUND CRACKED WEB AT BS 1032 RBL 16 WL 209. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				SUPPORT	CRACKED BS 540		4/9/98 SWA980572
DURING SCHEDULED D-CHECK, FOUND CRACKED FLOOR SUPPORT AT BS 540 LBL 28 WL 207. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				CHORD	CORRODED BS 270		4/9/98 SWA980574
DURING SCHEDULED D-CHECK, FOUND CORRODED Z-CHORD AT BS 270, WL 207, RBL 9 TO LBL 9. REMOVED AND REPLACED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				INTERCOSTAL	CORRODED BS 747-767		4/10/98 SWA980588
DURING SCHEDULED D-CHECK, FOUND CORRODED INTERCOSTAL AT BS 747 TO 767 RBL 20, WL 155. REMOVED AND REPLACED PER BOEING SRM.									

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5320 SWAA	696SW 23064	BOEING 7373T5				WEB	CRACKED BS 519-500 380		4/9/98 SWA980571
DURING SCHEDULED D-CHECK, FOUND CRACKED SHEAR WEB AT BS 519 LBL 25 WL 205, BS 500 D+11 BL 0 WL 208 AND BS 380 TO 400 WL 207 BL 0. REPAIRED PER BOEING SRM.									
5320 SWAA	696SW 23064	BOEING 7373T5				SUPPORT	CORRODED BS 964-978		4/10/98 SWA980587
DURING SCHEDULED D-CHECK, FOUND CORRODED THRESHOLD Z-SUPPORT ANGLES AFT SERVICE DOOR AT BS 964 TO 978 RBL 55 WL 209. REMOVED AND REPLACED PER BOEING SRM, DAMAGE OUT OF LIMITS.									
5320 SWAA	696SW 23064	BOEING 7373T5				ANGLE	CRACKED BS 519		4/9/98 SWA980570
DURING SCHEDULED D-CHECK, FOUND CRACKED ANGLE STIFFENER AT BS 519 RBL 25 WL 206, BS 519 LBL 25 WL 205 AND BS 519 LBL 45 WL 206. REPAIRED PER BOEING SRM.									
5320 SWAA	523SW 26565	BOEING 7375H4				ANGLE	CORRODED BS 270		3/31/97 SWAA970350
DURING SCHEDULED D CHECK, FOUND Z ANGLE CORRODED AT BS 270, WL 208, LBL 11 TO RBL 11. REPAIRED PER BOEING SRM.									
5320 SWAA	523SW 26565	BOEING 7375H4				WEB	CORRODED BS 1016-1019		3/31/97 SWAA970351
DURING SCHEDULED D CHECK, FOUND SHEAR WEB CORRODED AT BS 1016, TO 1019, LBL 33 TO 37, WL 208. REPAIRED PER BOEING SRM.									
5320 SWAA	523SW 26565	BOEING 7375H4				SUPPORT	CORRODED BS 312-344		3/31/97 SWAA970349
DURING SCHEDULED D CHECK, FOUND FLOOR SUPPORT CORRODED AT BS 328 TO 344, LBL 11, WL 208, ALSO AT BS 312-328, LBL 11, WL 208. REPAIRED PER BOEING SRM.									
5330 CALA	14209 19206	BOEING 737130				SKIN	CRACKED BS 262-274		3/4/98 CALA9800660
INSPECTION FOUND AN 8 INCH CRACK IN LT FUSELAGE SKIN AT STA 262-274, STRINGER 9L. THE CRACKED AREA OF SKIN WAS CUT OUT. REPAIR DOUBLERS AND FILLERS WERE FABRICATED AND INSTALLED IAW SRM 51-30-2, 51-10-2, AND MM 51-21-31.									
5330 ZZDA	468AT 19074	BOEING 737222				SKIN	CRACKED BS 340		3/26/97 97ZZM663
DURING COMPLIANCE OF BOEING SB INSPECTION, FOUND AFT LOWER L1 DOOR CUTOUT CRACKED VERTICALLY 1.5 INCH LONG AT FUSELAGE STATION 340. REMOVED SCUFF PLATE AND INSTALLED INTERMI REPAIR PER BOEING SB 737-53-1083 REVISION 3 FIG 3. INTERIM REPAIR WILL BE MADE A PERMANENT REPAIR DURING THE NEXT C-CHECK. REPAIRED IAW BOEING SB 737-53-1083 REV 3. (M)									
5330 AWXA	180AW 22647	BOEING 737277				SKIN	CRACKED L2 DOORWAY		4/14/98 AWXA9800095
L2 DOOR LOWER HINGE CUTOUT HAS FUSLAGE CRACK. FABRICATED DOUBLER FROM 301 1/2 HARD FAB FILLER DOUBLER FROM .071 202473 INSTALLED IAW SRM 53-30-03 FIG 34.									
5330 AWXA	181 22648	BOEING 737277				SKIN	CRACKED BS 727		2/26/98 AWXA9800097
DURING ROUTINE MAINTENANCE CHECK, FOUND FUSELAGE SKIN CRACKED AT STA 727B + 10 BELOW STR 17R. TEMP REPAIR PER SRM 53-30-03.									
5330 AWXA	181AW 22648	BOEING 737277				SKIN	CRACKED R2 DOORWAY		3/10/98 AWXA9800096
R2 DOOR CUTOUT HAS CRACK AT LOWER HINGE IN FUSELAGE, APPROXIMATELY 1.75 INCHES LONG/CRACK IN FUSELAGE SKIN RT WING TO BODY AREA (2 CRACKS). REPAIRED PER PRELIMINARY CIR 3-53-35-AB AND SRM 53-30-31 PAGE 28 RESPECTIVELY.									

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5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	CRACKED BS 805		3/29/97 SWAA970319
DURING SCHEDULED SERVICE CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 805, AT S23L. REPAIRED PER BOEING SRM.									
5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	CRACKED BS 537		3/30/97 SWAA970320
DURING SCHEDULED SERVICE CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 537, WL 229.1 TO 229.9. REPAIRED PER BOEING SRM.									
5330 SWAA	55SW 21593	BOEING 7372H4				SKIN	CRACKED BS 532-533		3/30/97 SWAA970321
DURING SCHEDULED SERVICE CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 532 TO 533.95. REPAIRED PER BOEING SRM.									
5330 SWAA	57SW 21722	BOEING 7372H4				SKIN	DAMAGED BS 360-540		4/12/98 SWA980595
DURING SERVICE VISIT, REPAIRED SKIN LAP AT BS 360 TO 540, STR 14L, BS 360 TO 540 STR 10L, BS 360 TO 540 STR 4L, BS 360 TO 540 STR 4R AND BS 360 TO 540 STR 10R. REPAIRED PER SWA ACO 6717-53.									
5330 SWAA	57SW 21722	BOEING 7372H4				SKIN	CRACKED PAX DOORWAY		4/12/98 SWA980591
DURING SCHEDULED SERVICE CHECK, FOUND AFT ENTRY DOOR LOWER HINGE CUTOUT. REPAIRED PER BOEING MM.									
5330 SWAA	57SW 21722	BOEING 7372H4				SKIN	DAMAGED BS 360-540		4/12/98 SWA980596
DURING SERVICE VISIT, REPAIRED SKIN LAP AT BS 360 TO 540 STR 14R, BS 540 TO 727 STR 4L, BS 540 TO 727 STR 4R, BS 727 TO 908 STR 10L AND BS 727 TO 908 STR 4L. REPAIRED PER SWA ACO 6717-53.									
5330 SWAA	57SW 21722	BOEING 7372H4				SKIN	DAMAGED BS 727-908		4/12/98 SWA980597
DURING SERVICE VISIT, REPAIRED SKIN LAP AT BS 727 TO 908 STR 4R AND BS 727 TO 908, STR 10R. REPAIRED PER SWA ACO 6717-53.									
5330 SWAA	59SW 21811	BOEING 7372H4				SKIN	CRACKED BS 908-920		3/25/97 SWAA970322
DURING SCHEDULED A2 CHECK, FOUND FUSELAGE SKIN CRACKED FROM BS 908 TO 920, RIGHT. REPAIRED PER BOEING SRM.									
5330 SWAA	63SW 22061	BOEING 7372H4				SKIN	DENTED BS 196.5		3/25/97 SWAA970323
DURING SCHEDULED SERVICE CHECK, FOUND FUSELAGE SKIN DENT DAMAGE FROM BIRDSTRIKE AT BS 196.5, S28R. REPAIRED PER BOEING SRM.									
5330 SWAA	64SW 22062	BOEING 7372H4				SKIN	CRACKED BS 727		6/2/97 SWAA970522
DURING SCHEDULED C3 CHECK, FOUND A 2 INCH FUSELAGE SKIN CRACK AT BS 727A AT S17R. REPAIRED PER BOEING SRM.									
5330 SWAA	87SW 22903	BOEING 7372H4				SKIN	CRACKED FUSELAGE		3/25/97 SWAA970327
DURING SCHEDULED C3 CHECK, FOUND FUSELAGE SKIN CRACKED .25, AT AFT APU COWL HINGE CUTOUT. REPAIRED PER BOEING TYPICAL REPAIR T1-A53-019.									
5330 SWAA	94SW 23053	BOEING 7372H4				SKIN	DAMAGED FUSELAGE		3/27/97 SWAA970342
DURING SCHEDULED D CHECK, FOUND FWD ENTRY DOOR FUSELAGE TORQUE TUBE CAVITY OUTER SKIN GOUGED AND DENTED ON INBOARD SIDE. REPAIRED PER BOEING SRM.									

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5330 SWAA	94SW 23053	BOEING 7372H4				SKIN	DAMAGED GALLEY DOORWAY		3/27/97 SWAA970330
DURING SCHEDULED D CHECK, FOUND FWD GALLEY DOOR OUTER SKIN LOWER HINGE CUTOUT, DAMAGED. REPAIRED PER BOEING SRM.									
5330 SWAA	94SW 23053	BOEING 7372H4				SKIN	DAMAGED BS 993		3/27/97 SWAA970332
DURING SCHEDULED D CHECK, FOUND FUSELAGE SKIN DENTED AND CREASED AT BS 993, WL 231. REPAIRED PER BOEING SRM.									
5330 SWAA	96SW 23055	BOEING 7372H4				SKIN	CRACKED FUSELAGE		3/26/97 SWAA970343
DURING SCHEDULED TERMINAL CHECK, FOUND A 3 INCH FUSELAGE SKIN CRACK, 3 FOOT FWD OF OUTFLOW VALVE. REPAIRED PER BOEING SRM.									
5330 SWAA	129SW 22340	BOEING 7372T4				SKIN	CRACKED BS 727		4/15/98 SWAA980632
DURING SERVICE CHECK, FOUND FUSELAGE SKIN CRACKED AT BS 727, S6R. REPAIRED PER BOEING SRM.									
5330 SWAA	721WN 22697	BOEING 7372T4				SKIN	CRACKED BS 807		3/27/97 SWAA970345
DURING SCHEDULED TERMINAL CHECK, FOUND A 2.5 INCH FUSELAGE SKIN CRACK, AT S17L, BS 807. REPAIRED PER BOEING SRM.									
5330 DALA	3301 23181	BOEING 737347				SKIN	DENTED CARGO DOORWAY		4/20/98 DL733980853
FUSELAGE SKIN BELOW C1 DOOR CUTOUT WAS FOUND DENTED AND CREASED IN TWO PLACES. THE DAMAGE IS BETWEEN S26R AND S27R. REPAIRED PER ERA 331629-14.									
5330 DALA	3301 23181	BOEING 737347				SKIN 6545772188	WORN BS 870		4/16/98 DL733980822
THE FUSE SKIN WAS REPORTED TO BE WORN FROM BS 860 TO BS 885 TO A MAX DEPTH OF 0.013. REPAIRED PER ERA 331634-14.									
5330 AWXA	150AW 23218	BOEING 7373G7				SKIN	CRACKED BS 727		4/17/98 AWXA9800103
EVIDENCE OF FUSELAGE SKIN CRACK LT SIDE OF AIRCRAFT, AFT OF WING TO BODY FAIRING APPROX STRINGERS 21, 22, 23, 1ST STRINGER ABOVE EXISTING PATCH. BLIND FASTENERS INSTALLED PER SRM 53-00-01 FIG 202. REINSPECT EVERY 2500 CYCLES, TERMINATE AT 20000 CYCLES. EVIDENCE OF FUSELAGE SKIN CRACK RT SIDE OF AIRCRAFT, AT STRINGER 23 STA 727A, 1 STRINGER BELOW EMERGENCY EXIT LIGHT.									
5330 SWAA	300SW 22940	BOEING 7373H4				SKIN	CRACKED PAX DOORWAY		3/29/97 SWAA970346
DURING SCHEDULED C2 CHECK, FOUND A 4 INCH FUSELAGE SKIN CRACK, AT LOWER AFT CORNER OF FWD ENTRY DOOR FRAME. REPAIRED PER SWA RA 1-353-1625.									
5330 SWAA	300SW 22940	BOEING 7373H4				SKIN	CRACKED BS 500		4/10/98 SWA980575
DURING SCHEDULED SERVICE CHECK, FOUND CRACKED FUSELAGE SKIN APPROX 2.75 AT BS 500 D AND S10R. REPAIRED PER BOEING SRM.									
5330 SWAA	105SW 23249	BOEING 7373H4				SKIN	CRACKED BS 886/930		4/11/98 SWA980589
DURING SCHEDULED A2 CHECK, FOUND CRACKED SKIN AT BS 930, STR 23R, BS 930 STR 21R AND BS 860 STR 23R. REMOVED AND REPLACED PER BOEING SRM.									
5330 SWAA	105SW 23249	BOEING 7373H4				SKIN	CRACKED BS 930/880		4/11/98 SWA980590
DURING SCHEDULED A2 CHECK, FOUND CRACKED SKIN AT BS 930, STR 25R, BS 880 STR 24R AND BS 880 STR 25R. REMOVED AND REPLACED PER BOEING SRM.									

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5330 SWAA	312SW 23334	BOEING 7373H4				SKIN	CRACKED BS 757		3/31/97 SWAA970347
DURING SCHEDULED TERMINAL CHECK, FOUND A 3 INCH FUSELAGE SKIN CRACK AT BS 757, BELOW S19R. REPAIRED PER BOEING SRM.									
5330 DALA	231DN 23717	BOEING 7373L9				SKIN	DENTED BS 227		4/16/98 DL733980819
TWO DENTS EXIST IN THE FUSE SKIN AT APPROX BS227 BETWEEN S17R AND S19R. PRIOR TO ENTERING REVENUE SERVICE; REPAIR PER ERA 331623-14.									
5330 SWAA	696SW 23064	BOEING 7373T5				SKIN	DENTED BS 316/996/1007		4/10/98 SWA980579
DURING SCHEDULED D-CHECK, FOUND DENTED SKIN AT BS 316, 2 BELOW STR 2 LT AND BS 996 AND 1007, 4 ABOVE STR 14 LT. REPAIRED PER BOEING SRM.									
5330 SWAA	511SW 24188	BOEING 7375H4				SKIN	GOUGED BS 784		5/30/97 SWAA970529
DURING SCHEDULED C1 CHECK, FOUND FUSELAGE SKIN GOUGED AT BS 784, AT S28R. REPAIRED PER BOEING SRM.									
5730 SWAA	329SW 23693	BOEING 7373H4				SKIN	CRACKED LT WING		4/9/98 SWA980554
DURING SCHEDULED C2 CHECK, FOUND NR 1 SLAT I/B AUX TRACK CUTOUT CRACKED IN 2 PLACES AT AFT EDGE. REPAIRED PER SWA RA NR 1-357-0545.									
5753 DALA	238WA 23186	BOEING 737247				SPINDLE	BROKEN RT TE FLAP		4/18/98 DL73E980842
WITH A/C FULLY CONFIGURED FOR LANDING, 30 DEGREES FLAPS, GEAR DOWN, THE AILERONS REQUIRED 12 DEGREES LEFT TRIM FOR LEVEL FLIGHT. NO CROSSWIND. EACH PROGRESSIVE FLAP SETTING REQUIRED MORE AILERON INPUT. FOUND RT O/B FLAP CARRIAGE SPINDLE BROKEN, REPLACED.									
7310 SWAA	68SW 22357	BOEING 7372H4				LINE 629198	BLOWN NR 2 ENGINE		6/1/97 SWAA970523
AFTER TAKEOFF, NR 2 ENGINE FLAMED OUT. CREW PERFORMED INFLIGHT SHUTDOWN CHECKLIST. RETURNED TO MDW AND LANDED WITHOUT INCIDENT. FOUND P AND D VALVE MANIFOLD FUEL LINE BLOWN OUT OF B-NUT TO ATOMIZERS. REPLACED P AND D VALVE LINE PER BOEING M/M.									
7930 SWAA	335SW 23939	BOEING 7373H4				CONNECTOR	LOOSE NR 2 ENGINE		3/29/97 SWAA970353
PRECAUTIONARY SHUTDOWN OF NUMBER 2 ENGINE, DUE TO OIL QUANTITY AND PRESSURE INDICATION FLUCTUATIONS. AIRCRAFT LANDED WITHOUT INCIDENT. INSPECTED AND DISCOVERED ENGINE OIL QUANTITY WAS NORMAL AND NO LEAKS WERE NOTED. REPLACED OIL QUANTITY TRANSMITTER CANNON PLUG PER M/M.									
2330 TWRA	621FF 21730	BOEING 747259B				WIRE	BROKEN L-1 DOOR		5/16/96 TWRA97111
ON PRE-FLIGHT AT JED, FOUND PA SYSTEM INOP, AT L-1 DOOR. REPAIRED WIRING AT L-1 DOOR, NOW OPS CHECK NORMAL PER MM 23-30-00. (M)									
2530 TWRA	608FF 19672	BOEING 747131				OVEN	ODOR GALLEY		2/4/98 TWRA9807
DURING CLIMB ACRID SMELL PERMEATED COCKPIT, NO SMOKE OBSERVED ADN NO SOURCE COULD BE FOUND. DURING THAT TIME NOTED OVEN IN NR 2 GALLEY POPPED CIRCUIT BREAKER. RESTORED ELECTRICAL POWER, OPERATED NORMALLY UNTIL APPROXIMATELY 45 MINUTES BEFORE LANDING WHEN SMELL RETURNED. FOUND C/B'S NR 2 GALLEY OVENS SET, RAN OVENS FOR 2 HOURS PER MM 25-31-00. OPS CHECK OK. (M)									
2612 NWAA	664US 23819	BOEING 747451				FIRE WARNING	MALFUNCTIONED APU		6/1/97 9710586304
DURING CRUISE, AN APU FIRE WARNING INDICATION APPEARED ON EICAS WITH APU FIRE BELL AND LIGHT IN HANDLE. DISCHARGED APU FIRE BOTTLE AND APU FIRE WARNING CONTINUED. AIRCRAFT DIVERTED TO MSP AND LANDED WITHOUT INCIDENT. APU FIRE SYSTEM DEFERRED AND SPECIFIC PART CAUSING PROBLEM PENDING FURTHER INVESTIGATION.									

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2710 P5CA	832FT 20347	BOEING 747121				HOUSING	CORRODED LT AILERON		8/12/96 P5CA9601202
CORROSION LT INBOARD AILERON POWER CONTROL PACKAGE HOUSING SURFACE. CORROSION REMOVED FROM SURFACE PER SRM 51-10-01.									
2722 TWRA	610FF 20501	BOEING 747282B				ACTUATOR 6013005	DEFECTIVE VERT STAB		5/10/97 TWRA9795
IN FLIGHT RUDDER RATIO LIGHT ILLUMINATED AT ALL SPEEDS AND ALTITUDES INTERMITTENTLY. REMOVED AND REPLACED UPPER RUDDER RATION ACTUATOR. OPS CHECKS OK PER MM 27-21-12. (M)									
2782 NWAA	611US 20356	BOEING 747251B				ACTUATOR 126344171	MALFUNCTIONED NR 3 LE FLAP	69559 20556	4/19/98 9806816611
DURING CLIMB, THE NR 3 LEADING EDGE FLAP WOULD NOT RETRACT. AIRCRAFT RETURNED TO NRT AND LANDED WITHOUT INCIDENT. REPLACED THE NR 3 LEADING EDGE FLAP ACTUATOR, OPERATIONAL CHECK GOOD.									
2810 TWRA	603FF 19746	BOEING 747130				FUEL TANK	LEAKING NR 2/3		3/22/98 TWRA9816
AFTER TAKEOFF, AFTER NR 1 A/C PACK TURNED ON, REPORT OF HEAVY SMELL OF FUEL FUMES IN CABIN AS WELL AS IN COCKPIT AS A/C ROTATED. AFTER ALL PACKS WERE TURNED ON FUEL SMELL DISSIPATED. ON FUEL LEAK CHECK OF NR 3 MAIN FUEL TANK, STATIC FUEL LEAK FROM WING ROOT SPLICE AT SPANWISE NR 2 AND NR 3, ALSO FUEL LEAKS FROM WING ROOT SPLICE AREA SPANWISE NR 3 AND SPANWISE NR 2. AFTER TANK ENTRY, RESEALED NR 3 MAIN FUEL TANK WING ROOT SPLICE AT SPANWISE NR 2 AND NR 3 AND SEALED LOWER SEAM STRINGER AT WING ROOT AREA SPANWISE NR 3 AND NR 2. LEAK CHECKED OK PER REF MM 28-11-00. (M)									
3211 P5CA	852FT 19757	BOEING 747122				TRUNNION M109353	CORRODED LT MLG		1/9/97 P5CA9700221
REMOVED LEFT WING LANDING GEAR OUTER CYLINDER AFT TRUNNION SLEEVE TO CONFIRM SERVICE BULLETIN 32-2190 MODIFICATION STATUS. FOUND AFT TRUNNION WITH DEEP PITTING CORROSION. REWORKED PER DOWTY WORK ORDER NR 101000-1-1 AND OVERHAUL MANUAL 32-11-41.									
3221 EIAA	485EV 20712	BOEING 747212B				BUSHING	DAMAGED NLG TRUNNION	79733	5/13/97 EIAA970136
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED NOSE LANDING GEAR LEFT TRUNNION FITTING LOWER FITTING CAP ATTACH BUSHING OUTBOARD SIDE WAS DAMAGED. REPAIR ACCOMPLISHED IAW SRM 53-10-08 AND 32-21-01. REPLACED BUSHING. (M)									
3260 NWAA	603US 19780	BOEING 747151				A1 CARD	FAILED E/E COMPT		5/30/97 9710576603
DURING CLIMB, THE RED LANDING GEAR LIGHT ILLUMINATED AFTER LANDING GEAR RETRACTION. RECYCLED LANDING GEAR AND THE NOSE DOWN LIGHT ILLUMINATED USING THE PRIMARY CIRCUIT BUT CHECKED NORMAL USING THE ALTERNATE CIRCUIT. AIRCRAFT CONTINUED TO HNL AND LANDED WITHOUT INCIDENT. REPLACED A-1 PRIMARY CARD IN THE POWER SUPPLY MODULE, OPERATIONAL CHECK GOOD.									
3260 UALA	165UA 21658	BOEING 747238B	PWA JT9D7J			INDICATION	MALFUNCTIONED RT MLG		4/13/98 98UAL900148
AFTER GEAR RETRACTION AND PLACING THE GEAR HANDLE IN THE OFF POSITION THE RIGHT BODY DOOR LIGHT CAME ON, BOTH PRI AND ALT. NECESSARY TO RECYCLE GEAR TO PUT LIGHT OUT.									
3350 TWRA	611FF 20502	BOEING 747282B				FUSE 276001	BLOWN BATTERY PACK		5/19/97 TWRA97112
DURING DAILY SERVICE AT JFK, NR 3L MED UPPER BUSTLE LIGHT FOUND INOP. FOUND BLOWN FUSE AT BATTERY PACK, REPLACED FUSE. OPS CHECKS OK PER MM 33-51-00. (M)									
3350 TWRA	611FF 20502	BOEING 747282B				FUSE 276001	BLOWN BATTERY PACK		5/9/97 TWRA97103
DURING DAILY SERVICE, FOUND 3L UPPER BUSTLE LIGHT INOP. FOUND BLOWN FUSE ON BATTERY PACK. REMOVED AND REPLACED FUSE LIGHT NOW OPS CHECK OK. (M)									

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3350 NWAA	661US 23719	BOEING 747451				WIRE	FAILED CABIN		5/30/97 9710596301
DURING LINE CHECK, FOUND EMERGENCY FLOOR PATH LIGHTS INOPERATIVE FROM ROWS 51ABC TO 64AC. REPAIRED WIRE, OPERATIONAL CHECK GOOD.									
3350 NWAA	662US 23720	BOEING 747451				WIRE	LOOSE CABIN		6/1/97 9710606302
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE FROM ROWS 35HJK TO 43HJK AND FROM ROWS 77AB TO 79AB. SECURED WIRE, OPERATIONAL CHECK GOOD.									
3350 NWAA	663US 23818	BOEING 747451				WIRE	LOOSE CABIN		4/19/98 9806806303
DURING LINE CHECK, FOUND FLOOR PATH EMERGENCY LIGHTS INOPERATIVE AROUND ROW 31H AND DOOR 3R. RECONNECTED WIRE CONNECTOR, OPERATIONAL CHECK GOOD.									
5210 P5CA	832FT 20347	BOEING 747121				HINGE	CORRODED NR 4R PAX DOOR		8/12/96 P5CA9601199
NR 4R ENTRY DOOR FUSELAGE DOOR CUTOUT SURFACE CORROSION ON LWR HINGE GUIDE CAM. CLEANED PER MM 51-21-00.									
5210 P5CA	832FT 20347	BOEING 747121				STOP	CORRODED NR 3R DOOR		8/12/96 P5CA9601239
NR 3R ENTRY DOOR SURFACE CORROSION ON DOOR STOPS. CLEANED PER MM 51-21-00.									
5210 P5CA	853FT 19753	BOEING 747122				SKIN	CRACKED PAX DOOR		2/4/97 P5CA9700222
NR 1 MAIN ENTRY DOOR SKIN CRACKED AT LOWER HINGE CUTOUT. REPAIRED PER BOEING SRM 52-00-02 FIGURE 1 DETAIL II.									
5230 P5CA	832FT 20347	BOEING 747121				PANEL	TORN CARGO DOOR		8/12/96 P5CA9601205
FORWARD CARGO COMPARTMENT DOOR LIFT MANUAL MECH PANEL IS TORN. MANUFACTURED AND INSTALLED NEW PANEL AS ORIGINAL MATERIAL OBTAINED FROM STA STOCK BNR09842-96.									
5230 P5CA	832FT 20347	BOEING 747121				LATCH	BROKEN CARGO DOOR		8/12/96 P5CA9601185
BROKEN LATCH AND SHEARED RIVETS ON AFTER CARGO DOOR SERVICE PANEL AND SCRATCHES ON FUSELAGE SKIN RT SIDE BETWEEN STA 1780 TO 1820 AND BETWEEN STRINGER 34 TO 40. INSTALLED NEW LATCH, SMOOTHED SCRATCHES AND AREA TREATED PER SRM 51-30-02 AND 51-10-01.									
5245 P5CA	832FT 20347	BOEING 747121				DOOR	CORRODED AC COMPT		8/12/96 P5CA9601146
AIR CONDITION BAY DOORS HINGE SUPPORTS ARE CORRODED LT DOORS. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5280 P5CA	832FT 20347	BOEING 747121				PLATE	CHAFED NLG DOOR		8/12/96 P5CA9601223
NOSE LANDING GEAR WHEEL WELL LT FWD DOOR, FLAPPER DOOR DEEP CHAFING ON CHAFING PROTECTION PLATE. NEW PLATE FABRICATED PER SRM 52-80-01 AND 51-30-02.									
5280 P5CA	832FT 20347	BOEING 747121				HINGE	CORRODED NLG DOOR		8/12/96 P5CA9601209
NOSE LANDING GEAR SURFACE CORROSION ON SERVICE CONTROL PANEL DOOR HINGE. INSTALLED NEW HINGE PER SRM 51-30-02.									
5280 P5CA	832FT 20347	BOEING 747121				SKIN	DENTED NLG DOOR		8/12/96 P5CA9601137
NOSE LANDING GEAR W/W RT FWD DOOR HAS DENTS ON INNER SKIN SURFACE. REPAIRED PER SRM 53-10-23 AND 51-30-02.									

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5310 P5CA	832FT 20347	BOEING 747121				STRUCTURE	CORRODED AC COMPT		8/12/96 P5CA9601157
CORROSION ON LT AIR CONDITION DOOR SUPPORT STRUCTURE STA 1040. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5311 P5CA	832FT 20347	BOEING 747121				FRAME	CORRODED BS 1620		8/12/96 P5CA9601183
CORROSION ON FRAME AT STA 1620 BETWEEN STRINGER 1 TO2 LT. REPAIRED PER SRM 53-10-03.									
5311 P5CA	832FT 20347	BOEING 747121				FRAME	CRACKING BS 2100		8/12/96 P5CA9601181
CRACK ON STA 2100 RT SIDE BETWEEN STRINGER 22 TO 23. PERFORMED REPAIR ON FRAME PER SRM 51-40-03.									
5311 P5CA	832FT 20347	BOEING 747121				FRAME	CORRODED BS 2020		8/12/96 P5CA9601113
CORROSION ON FRAME LWR CHORD AREA AT STA 2020 BETWEEN STRINGER 7 TO 8 LT. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5311 P5CA	832FT 20347	BOEING 747121				FRAME	CORRODED BS 1800-1820		8/12/96 P5CA9601150
CORROSION AND HITS ON AFT ENTRY CARGO FRAME BETWEEN STA 1800 TO 1820 RT ABOVE STRINGER 36 TO 40. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5311 P5CA	832FT 20347	BOEING 747121				FRAME	CORRODED BS 1860		8/12/96 P5CA9601126
CORROSION ON FRAME LWR CHORD AT STA 1860 NEAR STRINGER 7. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN THE LIMITS PER SRM 53-10-01.									
5311 EIAA	485EV 20712	BOEING 747212B				FRAME	CRACKED BS 500	79733	5/13/97 EIAA970140
DURNG C5/D CHECK INSPECTION, DISCOVERED RIGHT FUSELAGE FRAME CRACKED AT BS 500 STRINGER 31L. REPAIR ACCOMPLISHED IAW HAECO RS 53-12-33330. (M)									
5311 EIAA	485EV 20712	BOEING 747212B				FRAME	CRACKED BS 500	79733	5/13/97 EIAA970138
DURING C5/D CHECK INSPECTION, DISCOVERED RIGHT FRAME CRACKED AT BS 500, STRINGER 31R. REPAIR ACCOMPLISHED IAW HAECO RS 53-12-33326. (M)									
5311 EIAA	485EV 20712	BOEING 747212B				FRAME	CRACKED BS 340	79733	5/13/97 EIAA970137
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED BS 340 FRAME AT STRINGER 25R LOCATION WAS CRACKED ON OUTBOARD FLANGE. REPAIRED ACCOMPLISHED IAW HAECO RS 53-12-33318. (M)									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD ANGLE	CORRODED BS 1480		5/18/97 P5CA9700610
LEVEL 1 CORROSION, STA 1480 BULKHEAD NR 6 STIFFENER AT ANGLE AT LBL 38. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD	CORRODED BS 1480		5/18/97 P5CA9700607
LEVEL 1 CORROSION, STA 1480 BULKHEAD NR 4 HORI STIFFENER SURFACE AT LBL 100 TO RBL 100. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD	CORRODED BS 1480		5/18/97 P5CA9700609
LEVEL 1 CORROSION, STA 1480 BULKHEAD NR 6 HORI STIFFENER SURFACE AT RBL 13 TO 55. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD	CORRODED BS 1241		5/26/97 P5CA9700677
LEVEL 1 CORROSION, M/D CANTED PRESSURE BULKHEAD TO WING CTR SECTION TOP SKIN JOINT WITH ATTACHMENT FTG REMOVED BS 1241, LBL L11. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD	CORRODED BS 1480		5/18/97 P5CA9700605
LEVEL 1 CORROSION, STA 1480 BULKHEAD NR 2 HORI STIFFENER SURFACE AT LBL 100 TO RBL 110. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD	CORRODED BS 1480		5/18/97 P5CA9700606
LEVEL 1 CORROSION, STA 1480 BULKHEAD NR 3 HORI STIFFENER SURFACE AT LBL 100 TO RBL 105. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD	CORRODED BS 1480		5/17/97 P5CA9700580
LEVEL 1 CORROSION, STA 1480 BULKHEAD AT STIFFENER NR 5 FOUND AT LBL 55 TO 92. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD	CORRODED BS 1480		5/17/97 P5CA9700579
LEVEL 1 CORROSION, STA 1480 BULKHEAD AT STIFFENER NR 6 AT RBL 55 TO 80. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5312 P5CA	855FT 19733	BOEING 747124				BULKHEAD ANGLE	CORRODED BS 1480		5/18/97 P5CA9700611
LEVEL 1 CORROSION, STA 1480 BULKHEAD NR 3 HORI STIFFENER AT ANGLE AT LBL 30. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1400-1420		8/12/96 P5CA9601213
CORROSION ON STRINGER 3 LT BETWEEN STA 1400 TO 1420. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1160-1180		8/12/96 P5CA9601208
CORROSION ON STRINGER 6, 7 BETWEEN STA 1160 TO 1180. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1406		8/12/96 P5CA9601212
CORROSION ON STRINGER 1 LT AT STA 1406. CORROSION REMOVED AND TREATED PER SRM 51-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1080		8/12/96 P5CA9601210
CORROSION ON STRINGER 3 RT AT STA 1080. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									

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5313 P5CA	832FT 20347	BOEING 747121				FASTENERS	CORRODED BS 1000		8/12/96 P5CA9601244
CORROSION ON HEAD OF HI-LOCK RIVET, ON SPLICE STRINGER 3R, 3L AT STA 1000. CORROSION RIVETS REMOVED AND INSTALLED NEW HI-LOCKS PER SRM 51-30-02.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1080		8/12/96 P5CA9601211
CORROSION ON STRINGER 3 RT AT STA 1080. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 2100		8/12/96 P5CA9601129
CORROSION ON FRAME AT STA 2100 NEAR STRINGER 3. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 2060		8/12/96 P5CA9601116
CORROSION ON STA 2060 LT SIDE AT STRINGER 26 AREA. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1780-1800		8/12/96 P5CA9601136
CORROSION ON STRINGER 39 BETWEEN STA 1780 TO 1800 LT SIDE. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1780-1800		8/12/96 P5CA9601118
CORROSION ON STRINGER 49 RT SIDE AND STRINGER 46, 51 LT SIDE BETWEEN STA 1780 TO 1800. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1760-1780		8/12/96 P5CA9601119
CORROSION ON STRINGER 48 TO 49 RT SIDE AND STRINGER 46 TO 51 LT SIDE BETWEEN STA 1760 TO 1780. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1740-1760		8/12/96 P5CA9601121
CORROSION ON STRINGER 44 TO 45 RT SIDE AND STRINGER 46 LT SIDE BETWEEN STA 1740 TO 1760. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01 WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 2220		8/12/96 P5CA9601123
CORROSION ON STRINGER 7 RT AT STA 2220. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1540		8/12/96 P5CA9601109
CORROSION ON STRINGER 1 LT NEAR STA 1540. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1880-1900		8/12/96 P5CA9601127
CORROSION ON STRINGER 7 RT BETWEEN STA 1880 TO 1900. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN THE LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 2140		8/12/96 P5CA9601114
CORROSION ON STRINGER 1 AT STA 2140 LT SIDE. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									

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5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1800-1820	8/12/96	P5CA9601142
CORROSION ON STRINGER 49 AND 51 RT SIDE AND STRINGER 47, 48, 49, 50 LT SIDE BETWEEN STA 1800 TO 1820. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1700-1720	8/12/96	P5CA9601141
CORROSION ON STRINGER 51 LT SIDE BETWEEN STA 1700 TO 1720. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1620-1640	8/12/96	P5CA9601131
CORROSION ON STRINGER 1, 2, 8 RT BETWEEN STA 1620 TO 1640. REPAIRED PER SRM 51-10-03.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1760	8/12/96	P5CA9601132
CORROSION ON STRINGER 11 RT AT STA 1760 AND ON HEAD OF HI-LOCK AT STRINGER 1 LT TO 2 RT. CORRISION REMOVED AND TREATED PER SRM 51-10-01 AND 51-30-02.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1680-1700	8/12/96	P5CA9601140
CORROSION ON STRINGER 42 BETWEEN STA 1680 TO 1700 LT SIDE. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1720-1740	8/12/96	P5CA9601139
CORROSION ON STRINGER 44, 48, 49 AND 51 RT SIDE AND STRINGER 51 LT SIDE BETWEEN STA 1720 TO 1740. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 220	8/12/96	P5CA9601196
DEEP HIT AND CORROSION ON STA 220 LT SIDE AT STRINGER 26 AREA. REMOVED CORROSION AND AREA TREATED PER SRM 51-10-01 AND 51-40-02.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1820	8/12/96	P5CA9601125
CORROSION ON FRAME AT STA 1820 NEAR STRINGER 7 RT. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN THE LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 2040	8/12/96	P5CA9601107
CORROSION UNDER SEALING ON STRINGER 20 AT AREA WINDOW FRAME NEAR STA 2040 RT. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1620	8/12/96	P5CA9601187
CORROSION ON STRINGER 1 AT STA 1620. REPAIRED PER SRM 53-10-03.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1160-1180	8/12/96	P5CA9601167
CORROSION ON STRINGER 8, 10 BETWEEN STA 1160 TO 1180. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1180-1200	8/12/96	P5CA9601166
CORROSION ON STRINGER 7, 9 LT BETWEEN STA 1180 TO 1200. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									

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5313 P5CA	832FT 20347	BOEING 747121				STRINGER	CORRODED BS 1220-1240		8/12/96 P5CA9601165
CORROSION ON STRINGER 4 LT BETWEEN STA 1220 TO 1240. REPAIRED STRINGER PER SRM 53-10-03.									
5313 IPXA	674UP 20100	BOEING 747123F				STRINGER	CORRODED BS 818		3/28/97 UPS97422478
INSPECTION TYPE:C, FOUND STRINGER CORRODED ON BS 818 STR 46R. REPAIRED STRINGER ACC DFX 97-058 REV.2 DETAIL -1 AND DETAIL -2.									
5313 IPXA	674UP 20100	BOEING 747123F				STRINGER	CRACKED BS 1730-1740		3/27/97 UPS97422490
INSPECTION TYPE:C, FOUND CRACK IN LOWER SIDE OF STRINGER, FROM SPLICE AT BS 1740 TO BS 1730 IN S-42LH. REMOVED DAMAGED SECTION OF STRINGER AND REPAIRED STRINGER ACC KLM DFX 97-062 REV 2 REPAIR APPROVED PER EFN 747-53-0823.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1860-1880		5/18/97 P5CA9700601
LEVEL 1 CORROSION, STR 50L FOUND AT STA 1860 TO 1880. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1670		5/20/97 P5CA9700616
LEVEL 1 CORROSION, AFT CARGO STR 50L AT STA 1670. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1670-1680		5/20/97 P5CA9700613
LEVEL 1 CORROSION, AFT CARGO STR 51L AT STA 1670 TO 1680. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 515		5/21/97 P5CA9700643
LEVEL 1 CORROSION, FWD CARGO STR 34R AND 36R FOUND AT STA 515. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1820-1840		5/18/97 P5CA9700591
LEVEL 1 CORROSION, STR 51R FOUND AT STA 1820 TO 1840. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1820-1840		5/18/97 P5CA9700592
LEVEL 1 CORROSION, STR 51L FOUND AT 1820 TO 1840. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1820-1830		5/18/97 P5CA9700593
LEVEL 1 CORROSION, STR 44L FOUND AT STA 1820 TO 1830. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1830-1870		5/18/97 P5CA9700596
LEVEL 1 CORROSION, STR 48R FOUND AT STA 1830 TO 1870. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1820-1860		5/18/97 P5CA9700595
LEVEL 1 CORROSION, STR 48L FOUND AT STA 1840 TO 1860. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1860-1880	5/18/97	P5CA9700597
LEVEL 1 CORROSION, STR 47R FOUND AT STA 1860 TO 1880. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1810-1850	5/18/97	P5CA9700599
LEVEL 1 CORROSION, STR 49R FOUND AT STA 1810 TO 1850. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1900	5/18/97	P5CA9700600
LEVEL 1 CORROSION, STR 51R FOUND AT STA 1900. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1770-1800	5/20/97	P5CA9700629
LEVEL 1 CORROSION, AFT CARGO STR 49L AT STA 1770 TO 1800. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1910-1920	5/18/97	P5CA9700598
LEVEL 1 CORROSION, STR 47R FOUND AT STA 1910 TO 1920. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1880-1920	5/18/97	P5CA9700603
LEVEL 1 CORROSION, STR 48L FOUND AT STA 1880 TO 1920. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1860-1900	5/18/97	P5CA9700602
LEVEL 1 CORROSION, STR 51L FOUND AT STA 1860 TO 1900. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1820-1840	5/18/97	P5CA9700594
LEVEL 1 CORROSION, STR 47L FOUND AT STA 1820 TO 1840. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1720	5/20/97	P5CA9700624
LEVEL 1 CORROSION, AFT CARGO STR 42L AT STA 1720. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1740	5/20/97	P5CA9700625
LEVEL 1 CORROSION, AFT CARGO SPLICE STRAP AT STA 1740 TO STR 42L TO 43L. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1720-1740	5/20/97	P5CA9700623
LEVEL 1 CORROSION, AFT CARGO STR 44L AT STA 1720 TO 1740. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1680-1700	5/20/97	P5CA9700622
LEVEL 1 CORROSION, AFT CARGO STR 51L AT STA 1680 TO 1700. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1740-1760	5/20/97	P5CA9700621
LEVEL 1 CORROSION, AFT CARGO STR 47R AT STA 1740 TO 1760. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1750	5/20/97	P5CA9700620
LEVEL 1 CORROSION, AFT CARGO STR 46R AT STA 1750. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1770-1790	5/20/97	P5CA9700619
LEVEL 1 CORROSION, AFT CARGO STR 51R AT STA 1770 TO 1790. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1770-1790	5/20/97	P5CA9700618
LEVEL 1 CORROSION, AFT CARGO STR 50R AT STA 1770 TO 1790. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 755	5/21/97	P5CA9700659
LEVEL 1 CORROSION, FWD CARGO STR 35R AT STA 755. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-0, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1760-1770	5/20/97	P5CA9700626
LEVEL 1 CORROSION, AFT CARGO STR 45L AT STA 1760 TO 1770. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1750-1800	5/20/97	P5CA9700627
LEVEL 1 CORROSIO, AFT CARGO STR 51L AT STA 1750 TO 1800. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1770-1800	5/20/97	P5CA9700628
LEVEL 1 CORROSION AFT CARGO STR 50L AT STA 1770 TO 1800. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1780-1800	5/20/97	P5CA9700617
LEVEL 1 CORROSION, AFT CARGO STR 48R AT STA 1780 TO 1800. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5313 P5CA	855FT 19733	BOEING 747124				LONGERON	CORRODED BS 1770-1800	5/20/97	P5CA9700630
LEVEL 1 CORROSION, AFT CARGO STR 48L AT STA 1770 TO 1800. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5313 EIAA	485EV 20712	BOEING 747212B				STRINGER	CORRODED BS 1737-1739	79733	5/13/97 EIAA970134
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED AFT CARGO BS 1737-1739 STRINGER 27R CORRODED. REPAIR ACCOMPLISHED IAW SRM 51-10-01, REPLACED STRINGER FROM BS 1715-1740 WITH EXISTING SPLICE. (M)									
5313 EIAA	485EV 20712	BOEING 747212B				STRINGER	CRACKED BS 1958	79733	3/29/97 EIAA970132
DURING C5/D INSPECTION, FOUND M/D BS 1958 STRINGER 5R END CRACKED. STRINGER REPAIRED PER SRM 53-10-03 FIG 6. (M)									
5313 EIAA	485EV 20712	BOEING 747212B				STRINGER	CRACKED BS 1958	79733	3/28/97 EIAA970131
DURING C5/D INSPECTION, FOUND M/D BS 1958 STRINGER 7R END CRACKED. STRINGER REPAIRED PER SRM 53-10-03 FIG 1. (M)									
5313 EIAA	485EV 20712	BOEING 747212B				STRINGER	CRACKED BS 1720-1740	79733	3/28/97 EIAA970130
DURING C5/D INSPECTION, FOUND AFT CARGO COMPARTMENT BS 1737 - 1739 STRINGER 34R CRACKED. STRINGER REPAIRED BETWEEN BS 1720 TO BS 1740 PER SRM 53-10-03, FIG 1. (M)									
5313 EIAA	485EV 20712	BOEING 747212B				STRINGER	CRACKED BS 260	79733	5/13/97 EIAA970124
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED MAIN DECK, ZONE 'A' BS 260 STRINGER 14 DR FRAME CRACKED. REPAIR ACCOMPLISHED IAW SRM 53-10-04 FIGURE 85. (M)									
5313 EIAA	485EV 20712	BOEING 747212B				STRINGER	CRACKED BS 1475	79733	5/13/97 EIAA970141
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED MAIN DECK CROWN AREA BS 1475 STRINGER 21 CRACKED. REPAIR ACCOMPLISHED IAW HAECO RS 53-41-33340. (M)									
5314 P5CA	832FT 20347	BOEING 747121				KEEL BEAM	CORRODED FUSELAGE		8/12/96 P5CA9601164
CORROSION ON KEEL BEAM OUTER STRINGERS ABOVE RT A/C BAY DOORS. REMOVED CORROSION AND AREA TREATED PER SRM 51-10-01.									
5314 P5CA	832FT 20347	BOEING 747121				KEEL BEAM	CORRODED BS 1220-1241		8/12/96 P5CA9601201
DEEP CORROSION ON LT SPAR AT KEEL BEAM AREA CENTER LWR FUSELAGE BETWEEN STA 1220 TO 1241. REMOVED CORROSION AND AREA TREATED PER SRM 51-10-01.									
5314 P5CA	832FT 20347	BOEING 747121				KEEL BEAM	CORRODED BS 1080-1100		8/12/96 P5CA9601170
CORROSION ON LWR SIDE OF VERTICAL SUPPORT AT KEEL BEAM WALL LT SIDE ABOVE DOOR 5 LWR FUS BETWEEN STA 1080 TO 1100 MARKED. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5314 P5CA	855FT 19733	BOEING 747124				KEEL BEAM	CORRODED BS 1300-1305		5/18/97 P5CA9700590
LEVEL 1 CORROSION, BS 1300 TO 1305 KEEL BEAM BOX LWR WEB LWR SURFACE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5314 P5CA	855FT 19733	BOEING 747124				KEEL BEAM	CORRODED BS 1260-1261		5/18/97 P5CA9700589
LEVEL 1 CORROSION, BS 1260 TO 1261 RBL 9 KEEL BEAM BOX EXT LWR CHORD LWR SURFACE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CORRODED BS 1720		8/12/96 P5CA9601160
CORROSION ON UPPER CHORD FLOORBEAM AT STA 1720 BETWEEN AREA LBL 32 TO 45. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CORRODED BS 920		8/12/96 P5CA9601159
CORROSION ON UPPER CHORD FLOORBEAM AT STA 920 BETWEEN AREA LBL AND RBL 32 TO 45. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CRACKED BS 440		8/12/96 P5CA9601194
CRACK ON WEB AND UPPER CHORD AT FLOORBEAM STA 440 RT SIDE NEAR PASSENGER DOOR-1. UPPER CHORD REPAIRED, WEB REINFORCED PER SRM 53-10-07.									
5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CORRODED BS 940		8/12/96 P5CA9601133
CORROSION ON UPPER CHORD FLOORBEAM AT STA 940 BETWEEN AREA LBL 32 TO 45. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CORRODED BS 960		8/12/96 P5CA9601156
CORROSION ON UPPER CHORD FLOORBEAM AT STA 960 BETWEEN AREA RBL AND LBL 32 TO 45. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CORRODED BS 1540		8/12/96 P5CA9601147
CORROSION ON UPPER CHORD FLOORBEAM STA 1540 BETWEEN AREA RBL 35 TO 45. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CORRODED BS 1700		8/12/96 P5CA9601144
CORROSION ON UPPER CHORD FLOORBEAM AT STA 1700 BETWEEN AREA RBL 35 TO 45. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CORRODED BS 1800		8/12/96 P5CA9601143
CORROSION ON UPPER CHORD FLOORBEAM AT STA 1800 AREA RBL AND LBL 30 TO 45. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5315 P5CA	832FT 20347	BOEING 747121				FLOORBEAM	CRACKED BS 820-860		8/12/96 P5CA9601175
CRACKS W/STOP HOLE AND SHEARED, LOOSE RIVETS ON SHEET METAL COVER, UNDER FLOORBEAM BETWEEN STA 820 TO 860 BETWEEN AREA RBL 6 TO 25. REPAIRED SHEET METAL COVER PER SRM 51-40-02 AND SRM 51-30-02.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 2360		5/21/97 P5CA9700648
LEVEL 1 CORROSION, M/D FLOORBEAM UPPER AND LOWER SURFACES BS 2360, WL 200, BBL R70 TO L70. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 400		5/21/97 P5CA9700635
LEVEL 1 CORROSION, M/D-BS 400 RBL 30 TO 40 FLOORBEAM. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 520		5/18/97 P5CA9700585
LEVEL 1 CORROSION, BS 520 RBL 9 TO 47 LONGIT, FLOORBEAM UPPER CHORD. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 1100		5/18/97 P5CA9700584
LEVEL 1 CORROSION, ZONE C STA 1100 RBL 101 FLOORBEAM. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND 51-24-11.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 2240		5/23/97 P5CA9700672
LEVEL 1 CORROSION, M/D FLOORBEAM UPPER CHORD, BS 2240, WL 200, LBL L82. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 460		5/23/97 P5CA9700669
LEVEL 1 CORROSION, M/D FLOORBEAM, BS 460, LBL L80. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5315 P5CA	855FT 19733	BOEING 747124				FLOORBEAM	CORRODED BS 460		5/23/97 P5CA9700668
LEVEL 1 CORROSION, M/D BS 460, LBL 40 TO 60 FLOORBEAM. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5315 P5CA	855FT 19733	BOEING 747124				FLOOR BEAM	CORRODED BS 2140		5/23/97 P5CA9700673
LEVEL 1 CORROSION, M/D LT BS 2140, WL 200, LBL 75, FLOORBEAM UPPER CHORD. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5315 EIAA	485EV 20712	BOEING 747212B				FLOORBEAM	CORRODED BS 400	79733	5/13/97 EIAA970126
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED UPPER DECK BS 400 RBL 60 FLOORBEAM CORRODED AT FASTENER HOLE. REPAIR ACCOMPLISHED IAW SRM 53-10-07 FIGURE 8 FROM RBL 40 TO RBL 70. (M)									
5315 EIAA	485EV 20712	BOEING 747212B				FLOORBEAM	CORRODED BS 480	79733	5/13/97 EIAA970125
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED UPPER DECK BS 480 RBL 55 FLOORBEAM CORRODED. REPAIR ACCOMPLISHED IAW SRM 53-10-07 FIGURE 8. (M)									
5320 P5CA	832FT 20347	BOEING 747121				DOUBLER	CORRODED BS 2240/2280		8/12/96 P5CA9601234
CORROSION ON REINFORCEMENT DOUBLER AT FUSELAGE RT SIDE ABOVE PASSENGER DOOR 5 STA 2240 AND UNDER STA 2280. CORROSION REMOVED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				SUPPORT	CORRODED BS 1000		8/12/96 P5CA9601197
CORROSION ON FAIRING SUPPORT LWR FUSELAGE AT STA 1000 BETWEEN AREA RBL TO LBL 40. REMOVED CORROSION AND AREA TREATED PER SRM 51-10-01 AND 51-40-03.									
5320 P5CA	832FT 20347	BOEING 747121				FITTING	CORRODED NR 1 L PAX DOOR		8/12/96 P5CA9601198
NR 1L ENTRY DOOR CORROSION ON STOP FITTING FASTENERS ALONG FWD FRAME. CLEANED PER MM 51-21-00.									

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5320 P5CA	832FT 20347	BOEING 747121				DOUBLER	CORRODED PAX DOOR CUTOUT		8/12/96 P5CA9601204
CORROSION ON DOUBLERS AT FUSELAGE RT SIDE UNDER TO PASSENGER DOOR 3. REMOVED CORROSION AND TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				WEB	TORN CARGO COMPT		8/12/96 P5CA9601206
FORWARD CARGO COMPARTMENT SHEET METAL TORN ON STA 680 L. SMALL CRACK BLENDED OUT AND TREATED PER SRM 51-10-01, INSTALLED RIVETS PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIP	CORRODED BS 1560/1580		8/12/96 P5CA9601214
CORROSION ON HL IN TIE CLIP AT STRINGER 1 TO 3 RT STA 1560, 1580. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				INTERCOSTAL	CRACKED BS 1900-1920		8/12/96 P5CA9601215
BROKEN, CRACKED AND CORROSION ON FLOOR INTERCOSTAL BETWEEN STA 1900 TO 1920 AND BETWEEN AREA BL 0 TO RBL 30. ALL AREAS REPAIRED PER SRM 51-40-02 AND SRM 51-40-03, TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				WEB	TORN BS 1860		8/12/96 P5CA9601217
TORN ON THE WEB AT STA 1860 RT SIDE ABOVE STRINGER 46, 47. AREA REPAIRED PER SRM 51-40-02.									
5320 P5CA	832FT 20347	BOEING 747121				SCUFF PLATE	CORRODED CARGO DOOR		8/12/96 P5CA9601221
DEEP SURFACE CORROSION, DENT AND CRACK ON LWR SCUFF PLATE AT ENTRY BULK AFTER CARGO DOOR BETWEEN STA 198 TO 2040. FAB AND INSTALLED NEW LWR SCUFF PLATE, FASTENERS INSTALLED PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				ANGLE	BROKEN BS 1480-1500		8/12/96 P5CA9601222
BROKEN KYDEX SUPPORT ANGLE ON LT SIDE WALL BETWEEN STA 1480 TO 1500 ABOVE STRINGER 34. NEW KYDEX SUPPORT INSTALLED PER SRM 51-40-03.									
5320 P5CA	832FT 20347	BOEING 747121				GUTTER	CRACKED BS 2280-2300		8/12/96 P5CA9601233
CRACK AND BENT ON GUTTER AT FUSELAGE LT SIDE ABOVE PASSENGER DOOR 5 BETWEEN STA 228 TO 2300. CRACK BLENDED OUT, CHECKED AND FOUND OK PER SRM 53-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				INTERCOSTAL	CORRODED BS 2120-2140		8/12/96 P5CA9601184
CORROSION, HIT AND RIVETS IMPROPERLY DRIVEN ON INTERCOSTAL AT STRINGER 36 BETWEEN STA 2120 TO 2140. CORROSION REMOVED AND TREATED PER SRM 51-10-01, DAMAGE BLENDED OUT PER SRM 51-40-01 AND NEW RIVET INSTALLED PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				CLIP	BROKEN BS 2020		8/5/96 P5CA9601235
BROKEN CLIP ON STA 2020 LT SIDE ABOVE STRINGER 40 TO 41. NEW ANGLE CLIP INSTALLED PER SRM 51-40-03 AND RIVET PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				WEB	CORRODED FUSELAGE		8/5/96 P5CA9601236
FOUND TWO AREAS ON THE WEB WITH CORROSION. CORROSION REMOVED, CHECKED AND FOUND LOSS OF 7 PERCENT OF MATERIAL ONLY PER SRM 57-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				RIVETS	CORRODED FUSELAGE		8/12/96 P5CA9601237
CORROSION, HITS, SCRATCHES, SHEARED RIVET AND CONNECTION BETWEEN EXISTING REPAIR FASTENER AND SHEET METAL COVER. REPAIRED PER SRM 51-40-02.									

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5320 P5CA	832FT 20347	BOEING 747121				RIVETS	FAILED BS 1680-1720		8/12/96 P5CA9601241
SHEARED RIVETS ON CONNECTION FITTING TO LWR ENTRY DOOR FRAME NR 4 AT AREA STA 1680 AND 1720. INSTALLED NEW RIVETS PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				FASTENERS	CORRODED BS 1680		8/12/96 P5CA9601243
CORROSION ON HEAD OF HI-LOCK AT STA 1680 BETWEEN STRINGER 3 TO 4 LT. CORRODED RIVETS TAKEN OUT AND INSTALLED NEW HI-LOCKS PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIP	CORRODED BS 2280		8/12/96 P5CA9601245
CORROSION ON TIE CLIP AT STA 2280 LT SIDE STRINGER 14. INSTALLED NEW CLIP (P/N 65B38600-160) PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				FLOOR RIB	DAMAGED BS 1620-1640		8/12/96 P5CA9601247
BENT ON FLOOR RIB BETWEEN STA 1620 TO 1640 AT LBL 28 AREA. REPAIRED AND TREATED PER SRM 51-40-01 AND SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				INTERCOSTAL	DAMAGED BS 1580-1600		8/12/96 P5CA9601248
BENT ON FLOOR INTERCOSTAL BETWEEN STA 1580 TO 1600 AT RBL 28 AREA. DAMAGE BLENDED OUT AND AREA TREATED PER SRM 51-10-01 AND SRM 51-40-01.									
5320 P5CA	832FT 20347	BOEING 747121				FITTING	CORRODED BS 1480		8/12/96 P5CA9601224
CORROSION ON FITTING TRACK RBL 25 AT STA 1480 AREA. CORROSION REMOVED AND TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIPS	CRACKED BS 1660		8/12/96 P5CA9601152
SMALL CRACK AND BENT ON CLIPS AT STA 1660 LT SIDE BETWEEN STRINGER 35 TO 37. AREA REPAIRED PER SRM 51-40-04.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIP	CORRODED BS 1920		8/12/96 P5CA9601110
CORROSION ON TIE CLIP AT STA 1920 BETWEEN STRINGER 2 TO 3. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIP	CORRODED BS 1940		8/12/96 P5CA9601111
CORROSION ON TIE CLIP AT STA 1940 NEAR STRINGER 1 RT. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIP	CORRODED BS 1960		8/12/96 P5CA9601112
CORROSION ON TIE CLIP AT STA 1960 NEAR STRINGER 2 RT. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIP	CORRODED BS 2160		8/12/96 P5CA9601115
CORROSION ON TIE CLIP AT STA 2160 NEAR STRINGER 11 LT. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIP	CORRODED BS 1780		8/12/96 P5CA9601117
CORROSION ON TIE CLIP OF STRINGER 3 RT AT STA 1780. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN THE LIMITS PER SRM 53-10-01.									

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5320 P5CA	832FT 20347	BOEING 747121				INTERCOSTAL	CORRODED BS 1760-1780	8/12/96	P5CA9601120
CORROSION ON FLOOR INTERCOSTAL BETWEEN STA 1760 TO 1780 AT RBL 42 AREA. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIPS	CORRODED BS 2140-2160	8/12/96	P5CA9601122
CORROSION ON TIE CLIPS AT STA 2140 AND 2160 IN STRINGER 4, 5 RT. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN THE LIMITS PER SRM 53-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				SUPPORT	CORRODED BS 1060	8/12/96	P5CA9601124
CORROSION ON FAIRING SUPPORT LWR FUS AT STA 1060 BETWEEN AREA RBL TO LBL 105. FAB NEW SUPPORT FAIRING PER SRM 51-40-04.									
5320 P5CA	832FT 20347	BOEING 747121				TIE CLIPS	CORRODED BS 1920	8/12/96	P5CA9601128
CORROSION ON TIE CLIPS AT STA 1920 COND STRINGER 3, 11 RT. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN THE LIMITS PER SRM 53-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				DOUBLER	CORRODED BS 1480	8/12/96	P5CA9601148
CORROSION ON DOUBLER AT SHEET METAL COVER NEAR STA 1480 AT RBL 6. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				HINGE COVER	CORRODED BS 2240	8/12/96	P5CA9601193
DENT ON SHEET METAL UPPER HINGE COVER OF PASSENGER DOOR 5 RT AND TORN ON THE SKIN AT DOOR STA 2240. REMOVED SHEET METAL FROM UPPER HINGE AND BLENDED OUT THE TEAR, CLEANED CORROSION AND TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				CHORD	CORRODED BS 1480	8/12/96	P5CA9601151
CORROSION ON UPPER CHORD STA 1480, UNDER MAIN DECK FLOOR BETWEEN AREA LBL TO RBL 25. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				DOORWAY FRAME	CRACKED BS 2240	8/12/96	P5CA9601188
CRACK WITH STOP HOLE ON FRAME ENTRY CARGO DOOR 5 AT STA 2240 AREA LT. PERFORMED REPAIR PER SRM 51-40-02.									
5320 P5CA	832FT 20347	BOEING 747121				RIVET	CRACKED BS 1660	8/12/96	P5CA9601153
CRACK AND SHEARED RIVET ON STA 1660 LT SIDE ABOVE STRINGER 34. AREA REPAIRED PER SRM 51-40-02.									
5320 P5CA	832FT 20347	BOEING 747121				RIVET	CRACKING BS 1680	8/12/96	P5CA9601154
CRACK AND SHEARED RIVET ON INTERCOSTAL AT STRINGER 34 NEAR STA 1680 LT SIDE. AREA REPAIRED PER SRM 51-40-02.									
5320 P5CA	832FT 20347	BOEING 747121				CLIP	BROKEN BS 1800	8/12/96	P5CA9601155
BROKEN CLIP ON STA 1800 LT SIDE BETWEEN STRINGER 36 TO 37. NEW CLIP INST PER SRM 51-40-04.									
5320 P5CA	832FT 20347	BOEING 747121				ANGLE	CORRODED BS 940-960	8/12/96	P5CA9601158
CORROSION ON FLOOR ANGLE BETWEEN STA 940 TO 960 BETWEEN AREA RBL 32 TO 45. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									

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5320 P5CA	832FT 20347	BOEING 747121				WEB	TORN BS 1800		8/12/96 P5CA9601162
TEAR ON THE WEB AT STA 1800 UNDER UPPER CHORD AT AREA LBL 48. AREA REPAIRED PER SRM 51-40-02.									
5320 P5CA	832FT 20347	BOEING 747121				CHORD	CRACKED BS 1920		8/12/96 P5CA9601168
CRACK ON STA 1920 AT UPPER CHORD AREA ABOVE STRINGER 42 LT. AREA REPAIRED PER SRM 53-10-04.									
5320 P5CA	832FT 20347	BOEING 747121				INTERCOSTAL	CORRODED BS 1960-1980		8/12/96 P5CA9601169
CORROSION ON INTERCOSTAL AND STRINGER 44, BETWEEN STA 1960 TO 1980 RT SIDE. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				BRACKET	CRACKED BS 1000		8/12/96 P5CA9601179
CRACK ON BRACKET ON STA 1000 LT SIDE BETWEEN STRINGER 16 TO 17. INSTALLED NEW BRACKET/7075-T6 AND RIVETED PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				ANGLE	CORRODED BS 2240		8/12/96 P5CA9601180
CORROSION ON ANGLES NEAR STA 2240 LT SIDE AT STRINGER 26 AREA FLOOR. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5320 P5CA	832FT 20347	BOEING 747121				ANGLE	BROKEN BS 1660		8/12/96 P5CA9601182
BROKEN ANGLE AND MISSING COLLAR ON HI-LOCK RIVET AT FRAME NEAR STA 1660 LT SIDE AT STRINGER 15 AREA. INSTALLED NEW ANGLE AND RIVETED PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				FASTENERS	CORRODED BS 1560-1620		8/12/96 P5CA9601242
CORROSION ON HEAD OF HI-LOCK AT STA 1560 TO 1620 BETWEEN STRINGER 5 LT AND 5 RT. CORRODED RIVETS TAKEN OUT AND INSTALLED NEW HI-LOCKS PER SRM 51-30-02.									
5320 P5CA	832FT 20347	BOEING 747121				STRAP	BROKEN BS 1780-1800		8/12/96 P5CA9601149
BROKEN STRAP ON INTERCOSTAL AT CARGO FLOOR BETWEEN STA 1780 TO 1800 RT SIDE ABOVE STRINGER 42. FAB NEW STRAP INST AND RIVETED PER SRM 51-40-02.									
5320 P5CA	832FT 20347	BOEING 747121				FASTENERS	CORRODED BS 1780		8/12/96 P5CA9601240
CORROSION ON HEAD HI-LOCK AT STA 1780 BETWEEN STRINGER 2 TO 5 LT. CORRODED RIVETS TAKEN OUT AND INSTALLED NEW FASTENERS PER SRM 51-30-02.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 460		5/18/97 P5CA9700583
LEVEL 1 CORROSION, BS 460 RBL 47 TO 64 FLOOR SUPPORT UPPER AND LOWER FACE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 1913		5/18/97 P5CA9700604
LEVEL 1 CORROSION, FLOOR SUPPORT SURFACE AT STA 1913 AND LBL 25 TO 45. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5320 P5CA	855FT 19733	BOEING 747124				WEB	CORRODED BS 420	5/21/97 P5CA9700636	
LEVEL 1 CORROSION, M/D BS 420 RBL 11 TO 33 FLOOR SUPPORT WEB. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				ANGLE	CORRODED BS 260	5/21/97 P5CA9700640	
LEVEL 1 CORROSION, LWR FX INTERIOR STR 30L END ATT ANGLE AT STA 260. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				FITTING	CORRODED BS 470-490	5/18/97 P5CA9700588	
LEVEL 1 CORROSION, R1 DOOR LOWER GATE BS 470 TO 490, WL 204. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				DOOR REVEAL	CORRODED L4 DOORWAY	5/20/97 P5CA9700632	
LEVEL 1 CORROSION, M/D L4 DOOR CUTOUT FWD LOWER REVEAL STR L24 TO L25, WL 210. REMOVED CORROSION PER BOEING SRM 51-10-0, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 462	5/18/97 P5CA9700581	
LEVEL 1 CORROSION, BS 462 RBL 33 WASTE TANK SUPPORT DOME NUT AREA. CLEANED CORROSION PER BOEING SRM 53-10-01.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 2370	5/21/97 P5CA9700649	
LEVEL 1 CORROSION, M/D FLOOR SUPPORT, BS 2370, WL 200, RBL 11 TO 30. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED R1 DOOR	5/20/97 P5CA9700633	
LEVEL 1 CORROSION, M/D R1 DOOR I/B LONG SCUFF PLATE SUPPORT CHANNEL TOP, STR R26, WL 200. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 1920	5/17/97 P5CA9700578	
LEVEL 1 CORROSION, FLOOR SUPPORT CORROSION AT STA 1920 & LBL 38. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 460-480	5/18/97 P5CA9700582	
LEVEL 1 CORROSION, BS 460 TO 480 RLB 28 TO 34 CURVE SHAPE FLOOR SUPPORT FLANGE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				FITTING	CORRODED BS 1265	5/18/97 P5CA9700587	
LEVEL 1 CORROSION, R2 DOOR CUTOUT FWD LOWER REVEAL BS 1265, STR R26. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5320 P5CA	855FT 19733	BOEING 747124				FRAME	CORRODED L5 DOORWAY	5/20/97	P5CA9700614
LEVEL 1 CORROSION, M/D L5 DOOR FWD FRAME REVEAL AT STR L22, WL 230. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 420	5/21/97	P5CA9700655
LEVEL 1 CORROSION, M/D LADDER CUTOUT MOVEABLE PLATFORM SUPPORT BEAM, BS 520, RBL 10. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 2350	5/21/97	P5CA9700647
LEVEL 1 CORROSION, M/D LATERAL FLOOR SUPPORT HAT SECTION BS 2350, WL 200, LBL 60 TO 70. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 500	5/21/97	P5CA9700654
LEVEL 1 CORROSION, M/D LADDER CUTOUT MOVEABLE PLATFORM SUPPORT BEAM, BS 500, RBL 10. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				ANGLE	CORRODED BS 293	5/21/97	P5CA9700641
LEVEL 1 CORROSION, LWR FX INTERIOR SKIN ATT ANGLE FOUND AT STA 293 AND RBL 36 TO 40. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 480	5/21/97	P5CA9700656
LEVEL 1 CORROSION, M/D LADDER CUTOUT MOVEABLE PLATFORM SUPPORT BEAM, BS 480, RBL 50. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 460	5/21/97	P5CA9700653
LEVEL 1 CORROSION, M/D LADDER CUTOUT MOVEABLE PLATFORM SUPPORT BEAM, BS 460, RBL 0 TO 24. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 2230	5/21/97	P5CA9700652
LEVEL 1 CORROSION, M/D FLOOR SUPPORT PLATE, BS 2320, WL 200, LBL 72. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 2280	5/21/97	P5CA9700650
LEVEL 1 CORROSION, M/D FLR SUPPORT HEAD SECTION, BS 2280, WL 200, RBL 22 TO 33. REMOVED CORROSION PER BOEING SRM 51-10-0, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 400-420	5/20/97	P5CA9700631
LEVEL 1 CORROSION, U/D-CREW ENTRY DOOR SUPPORT BEAM SURFACE BS 400 TO 420, RBL R80. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5320 P5CA	855FT 19733	BOEING 747124				SUPPORT	CORRODED BS 1320		5/21/97 P5CA9700645
LEVEL 1 CORROSION, M/D ZONE-D STA 1320 RBL 80 TO 95 SUPPORT CHANNEL. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5320 EIAA	485EV 20712	BOEING 747212B				SHEAR TIE 65B1569711	CRACKED BS 1000	79733	4/4/97 EIAA970128
DURING C5/D INSPECTION, FOUND CENTER FUEL TANK BS 1000 UPPER NR 11 SHEAR TIE CRACKED. SHEAR TIE REPLACED PER SRM 51-10-01. (M)									
5320 EIAA	485EV 20712	BOEING 747212B				SHEAR TIE 65B1569720	CRACKED BS 1000	79733	4/4/97 EIAA970129
DURING C5/D INSPECTION, FOUND CENTER FUEL TANK BS 1000 UPPER NR 16 SHEAR TIE CRACKED. SHEAR TIE REPLACED PER SRM 51-10-01. (M)									
5320 NWAA	630US 21668	BOEING 7472J9F				FITTING	CORRODED BS 860		6/1/97 9710646730
DURING PERIODIC CHECK, FOUND CORROSION ON SUPPORT FITTING FOR CABIN FLOOR STRUCTURE FS 860, RBL 78 TO 85. REPLACED SUPPORT FITTING PER SRM 53-10-01.									
5321 P5CA	832FT 20347	BOEING 747121				FLOOR	CORRODED BS 860-880		8/12/96 P5CA9601134
HITS AND CORROSION ON SHEET METAL FLOOR COVER BETWEEN STA 860 TO 880 BETWEEN AREA LBL TO RBL 58. AREA SMOOTHED, CORROSION REMOVED AND TREATED PER SRM 51-10-01.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED WS 2360		8/12/96 P5CA9601173
CORROSION AND SHEARED RIVET ON FUSELAGE SKIN RT SIDE STA 2360 BETWEEN STRINGER 18 TO 23. CLEANED CORROSION AND TREATED PER SRM 51-10-01, NEW FASTENERS PER SRM 51-30-02.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED BS 2360		8/12/96 P5CA9601174
SURFACE CORROSION ON FUSELAGE SKIN LT SIDE STA 2360 AT STRINGER 23 AREA. CLEANED CORROSION AND TREATED PER SRM 51-10-01.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED BS 2360		8/12/96 P5CA9601186
SURFACE CORROSION ON LWR FUSELAGE SKIN AT STA 2360 BETWEEN STRINGER 45 RT TO STRING 46 LT SIDE. CORROSION REMOVED AND TREATED PER SRM 51-10-01.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED BS 1760		8/12/96 P5CA9601192
SWELLING ON UPPER FUSELAGE SKIN LT SIDE STA 1760 AREA AT STRINGER 3. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01, INSTALLED NEW RIVET PER SRM 51-30-02.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	DAMAGED BS 660-680		8/12/96 P5CA9601190
TORN, HITS, SCRATCHES AND DENT ON FUSELAGE SKIN RT SIDE BETWEEN STA 660 TO 680 BETWEEN STRINGER 34 TO 39. PERFORMED REPAIRS PER SRM 51-10-01.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED BS 1720-1740		8/12/96 P5CA9601138
CORROSION ON THE SKIN BETWEEN STA 1720 TO 1740 AND BETWEEN STRINGER 48 TO 49 RT SIDE AND BETWEEN STRINGER 51 RT TO STRINGER 51 LT. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01 AND 53-10-01.									

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5330 P5CA	832FT 20347	BOEING 747121				SKIN	CHAFED BS 2120		8/12/96 P5CA9601171
CHAFING ON LWR FUSELAGE SKIN RT SIDE NEAR STA 2120 BETWEEN STRINGER 48 TO 49. STRAIGHTEN AND SMOOTHED PER SRM 51-10-01.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED BS 2100-2120		8/12/96 P5CA9601108
CORROSION ON THE SKIN UNDER SEALING AT STRINGER 19 LAP JOINT BETWEEN STA 2100 TO 2120 RT SIDE. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED BS 1680-1700		8/12/96 P5CA9601145
CORROSION ON THE SKIN BETWEEN STRINGER 48 TO 49 AND BETWEEN STA 1680 TO 1700 RT SIDE. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED BS 1560-1620		8/12/96 P5CA9601130
CORROSION ON INTERNAL SKIN BETWEEN STA 1560 TO 1620 AND BETWEEN STRINGER 3 TO 4 RT. CORROSION REMOVED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 53-10-01.									
5330 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED BS 1740-1760		8/12/96 P5CA9601161
CORROSION ON THE SKIN BETWEEN STRINGER 41 TO 42 AND BETWEEN STA 1740 TO 1760. CORROSION REMOVED AND AREA TREATED PER SRM 51-10-01.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 520-741		5/23/97 P5CA9700676
LEVEL 1 CORROSION, FX SKIN LAP BETWEEN BS 520 TO 741 S19R AT SURFACE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-0, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 2720		5/21/97 P5CA9700646
LEVEL 1 CORROSION, AFT FUSELAGE RT SIDE SURFACE AT ELEVATOR INDEX PLATE BS 2720, RBL 30. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 800-860		5/21/97 P5CA9700657
LEVEL 1 CORROSION, M/D L2 ENTRY DOOR CUTOUT SCUFF PLATE ATTACH AREA, BS 800 TO 860, LBL 118. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED R3 DOORWAY		5/18/97 P5CA9700586
LEVEL 1 CORROSION, R3 DOOR CUTOUT LOWER HINGE AREA. REMOVED CORROSION PER BOEING SRM 51-10-01 WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 240-250		5/21/97 P5CA9700642
LEVEL 1 CORROSION, LWR FX INTERIOR SKIN SURFACE AT STA 240 TO 250 AND LBL 25 TO 35. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 741-1000		5/29/97 P5CA9700678
LEVEL 1 CORROSION, M/D SKIN LAP FAYING EDGE BS 741 TO 1000, STR R12. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 800-860		5/21/97 P5CA9700658
LEVEL 1 CORROSION, M/D R2 DOOR CUTOUT SCUFF PLATE AREA, BS 800 TO 860, RBL 118. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 1845-1855		5/21/97 P5CA9700644
LEVEL 1 CORROSION AFT CARGO SKIN SURFACE AT STA 1845 TO 1855 AND STR 42R TO 43R. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 2230-2290		5/20/97 P5CA9700615
LEVEL 1 CORROSION, M/D L5 DOOR CUTOUT OUTER SKIN REVEAL JUST BEHIND SCUFF PLATE AREA BS 2230 TO 2290, WL 190 TO 200. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 P5CA	855FT 19733	BOEING 747124				SKIN	CORRODED BS 520-741		5/19/97 P5CA9700612
LEVEL 1 CORROSION, UPPER FUSELAGE SKIN LAP INTERFACE REVEALED ALONG LAPS BETWEEN BS 520 TO 741, STR R12. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5330 EIAA	485EV 20712	BOEING 747212B				SKIN	CRACKED BS 800	79733	5/13/97 EIAA970139
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED SKIN CRACKED AND STRAP CORRODED AT BS 800 STRINGER 46L-47L. REPAIR ACCOMPLISHED IAW HAECO RS 53-12-33323. (M)									
5330 EIAA	485EV 20712	BOEING 747212B				SKIN	CORRODED BS 1715	79733	10/4/97 EIAA970123
DURING C5/D INSPECTION, FOUND M/DL4 DOOR CUTOUT AFTER LOWER AREA CORRODED AT BS 1715 STRINGER 23. SKIN REPLACED PER SRM 53-30-03 FIG 28. (M)									
5344 P5CA	832FT 20347	BOEING 747121				FITTING	CRACKED DOOR 1R		8/12/96 P5CA9601200
CRACK ON FITTING AT CONNECTION UPPER HINGE TO DOOR 1 RT LWR SIDE. INSTALLED NEW FITTING (P/N 65B07922-2) PER SRM 51-30-02.									
5347 P5CA	855FT 19733	BOEING 747124				TIE DOWN	CORRODED BS 2285		5/21/97 P5CA9700651
LEVEL 1 CORROSION, M/D FLOORBEAM TIE DOWN PLATE, BS 2285, WL 200, RBL 45 TO 50. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-0, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 460		5/21/97 P5CA9700638
LEVEL 1 CORROSION, M/D BS 460 RBL 40 TIE DOWN FITTING FLANGE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 440-450		5/23/97 P5CA9700674
LEVEL 1 CORROSION, M/D SEAT TRACK BS 440 TO 450, WL 200, RBL R92 TO R94. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				TIE DOWN	CORRODED BS 2200		5/23/97 P5CA9700671
LEVEL 1 CORROSION, M/D FLOORBEAM TIE DOWN PLATE, BS 2200, WL 200, LBL L80 TO L85. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 450		5/23/97 P5CA9700675
LEVEL 1 CORROSION, M/D TIE DOWN TRACK FLANGE, BS 450, RBL R82. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				FITTING	CORRODED BS 480		5/23/97 P5CA9700666
LEVEL 1 CORROSION, M/D TIE DOWN FITTING FLANGE, BS 480, LBL L11. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-0, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				TIE DOWN	CORRODED BS 460		5/21/97 P5CA9700639
LEVEL 1 CORROSION, M/D BS 460 LBL 3 TIE DOWN FITTING FOUND. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 2250		5/22/97 P5CA9700660
LEVEL 1 CORROSION, M/D SEAT TRACK UPPER SURFACE AT STA 2250, LBL 33. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 2180		5/22/97 P5CA9700664
LEVEL 1 CORROSION, M/D BS 2180, RBL 98 TIE DOWN TRACK SURFACE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 512		5/22/97 P5CA9700663
LEVEL 1 CORROSION, M/D BS 512, RBL 11 TIE DOWN TRACK. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 512		5/22/97 P5CA9700662
LEVEL 1 CORROSION, M/D BS 512, LBL L11 TIE DOWN TRACK. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-0, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 537		5/22/97 P5CA9700661
LEVEL 1 CORROSION, M/D BS 537 RBL R10, SEAT TRACK FLANGE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 380-390		5/21/97 P5CA9700637
LEVEL 1 CORROSION, M/D BS 380 TO 390 RBL 11 TIE DOWN TRACK FLANGE. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 460-485		5/23/97 P5CA9700667
LEVEL 1 CORROSION, M/D TIE DOWN TRACK FLANGE, BS 460 TO 485, LBL L33. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									

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5347 P5CA	855FT 19733	BOEING 747124				FITTING	CORRODED BS 500		5/23/97 P5CA9700665
LEVEL 1 CORROSION, M/D TIE DOWN FITTING, BS 500, RBL R11 TO L11. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 400-410		5/21/97 P5CA9700634
LEVEL 1 CORROSION, M/D BS 400 TO 410 RBL 11 TIE DOWN TRACK. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 P5CA	855FT 19733	BOEING 747124				SEAT TRACK	CORRODED BS 460		5/23/97 P5CA9700670
LEVEL 1 CORROSION, M/D TIE DOWN TRACK FLANGE, BS 460, LBL L61. REMOVED CORROSION PER BOEING SRM 51-10-01, WITHIN LIMITS PER 53-10-01, TREATED PER 51-10-02 AND MM 51-24-11.									
5347 EIAA	485EV 20712	BOEING 747212B				SEAT TRACK	CORRODED BS 520-560	79733	5/13/97 EIAA970127
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED UPPER DECK BS 520-560 RBL 11 SEAT TRACK CROWN CORRODED. REPAIR ACCOMPLISHED IAW SRM 53-10-01 PAGE 18. REPLACED SEAT TRACK FROM BS 520-590 WITH EXISTING SPLICE. (M)									
5347 EIAA	485EV 20712	BOEING 747212B				TRACK	CORRODED BS 2020-2030		5/13/97 EIAA970146
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED MAIN DECK TIE DOWN TRACK CROWN CORRODED AT STATION 2020 RBL 11. REPAIRED BY REPLACING TIE DOWN TRACK FROM BS 2010-2030. REPAIR ACCOMPLISHED IAW SRM 51-10-01, P/N BAC 1520-1682-717876511RK. (M)									
5347 EIAA	485EV 20712	BOEING 747212B				SEAT TRACK	CORRODED BS 620	79733	5/13/97 EIAA970133
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED UPPR DECK BS 620 RBL 30 AND BS 660-720 RBL 30 SEAT TRACK CROWN CORRODED. REPAIR ACCOMPLISHED IAW SRM 53-10-01 PAGE 18. REPLACED SEAT TRACK FROM BS 600-710 WITH EXISTING SPLICE. (M)									
5400 P5CA	832FT 20347	BOEING 747121				SKIRT CLAMP	BROKEN NR 4 PYLON		8/5/96 P5CA9601220
SKIRT NR 4 CLAMP UNDER RETURN LINE BROKEN. CLAMP REPLACED PER MM 20-11-24.									
5400 P5CA	832FT 20347	BOEING 747121				SKIRT	CORRODED NR 4 PYLON		8/5/96 P5CA9601219
SKIRT NR 4 SUPPORT RODS EYEBOLTS CORROSION. CORROSION REMOVED AND TREATED PER MM 51-21-03.									
5400 EIAA	485EV 20712	BOEING 747212B				ANGLE	CRACKED NR 2 PYLON	79733	5/13/97 EIAA970135
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED NR 2 PYLON NAC STATION 221 FORWARD FACE RADIUS ANGLE IS CRACKED PAST STOP DRILL HOLE. REPAIR ACCOMPLISHED IAW SRM 54-10-03 FIGURE 19 AND SB 54-2042. (M)									
5510 P5CA	832FT 20347	BOEING 747121				TIP FAIRING	DAMAGED RT HORIZ STAB		8/12/96 P5CA9601232
RT STABILIZERS T/E TIP IS TORN. INSTALLED NEW FAIRING TIP (P/N 65B03521-34) AND RIVETED PER SRM 51-30-02.									
5720 P5CA	832FT 20347	BOEING 747121				RIVETS	FAILED WS 380		8/12/96 P5CA9601238
SHEAR RIVETS ON UPPER WING SKIN RT AT STA 380 FRONT SPAR AREA. INSTALLED NEW RIVETS PER SRM 51-30-02.									

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5720 P5CA	832FT 20347	BOEING 747121				FITTING	CRACKING RT WING		8/12/96 P5CA9601177
RT WING CRACKED UNDERWING FITTING OF FWD SKIRT ROD ATT, AFT OF DUAL SIDE STRUT FITTING OF NR 3 PYLON. MUST BE REPAIRED BEFORE INST NEW FITTING (P/N 69B12302-6) AND RIVETED PER SRM 51-30-02.									
5720 P5CA	832FT 20347	BOEING 747121				BRACKET	BROKEN WS 669.5		8/12/96 P5CA9601178
BROKEN SUPPORT BRACKET OF ENG NR 2 FAIRING NEAR FRONT SPAR LEADING EDGE AT STA 669.50 AREA. FAB NEW SUPPORT BRACKET PER OLD BRACKET, RIVETED PER SRM 51-30-02.									
5730 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED WS 834.5		8/12/96 P5CA9601207
SWELLING ON UPPER RT WING SKIN AT REAR SPAR AREA WS 834.50. REMOVED RIVETS CLEANED CORROSION AND TREATED PER SRM 51-10-01, RERIVETED PER SRM 51-30-02.									
5730 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED WS 315		8/12/96 P5CA9601195
SWELLING ON UPPER WING SKIN RT AT STA WS 315 IN FRONT SPAR AREA. REMOVED RIVETS AND CLEANED CORROSION PER SRM 51-10-01 AND 51-30-02.									
5730 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED WS 625		8/12/96 P5CA9601191
SWELLING ON UPPER WING SKIN RT AT STA 625 IN FRONT SPAR AREA. CORROSION REMOVED AND TREATED PER SRM 51-10-01, RIVET PER SRM 51-30-02.									
5730 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED WS 720		8/12/96 P5CA9601189
CORROSION ON UPPER WING SKIN RT AT STA WS 720 STA 20 AREA. CORROSION REMOVED AND TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 57-10-01.									
5730 P5CA	832FT 20347	BOEING 747121				SKIN	CORRODED WS 680		8/12/96 P5CA9601172
SWELLING ON UPPER WING SKIN AT STA 680 IN FRONT SPAR AREA. REMOVED CORROSION AND FASTENERS PER SRM 51-10-01, INSTALLED NEW RIVETS.									
5730 EIAA	485EV 20712	BOEING 747212B				SKIN	CORRODED LT WING	79733	5/13/97 EIAA970142
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED LEFT WING MOST INBOARD UPPER SKIN CORRODED AT STRINGER 3. REPAIRED ACCOMPLISHED IAW HAECO RS 57-25-33332. (M)									
5730 EIAA	485EV 20712	BOEING 747212B				SKIN	CRACKED WS 1140	79733	5/13/97 EIAA970144
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED LEFT WING, WING STATION 1140 CRACKED. REPAIR ACCOMPLISHED IAW HAECO RS 57-25-33331. (M)									
5730 EIAA	485EV 20712	BOEING 747212B				SKIN	CRACKED WS 1140	79733	5/13/97 EIAA970145
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED RIGHT WING, WING STATION 1140 CRACKED. REPAIR ACCOMPLISHED IAW HAECO RS 57-25-33339. 9M)									
5730 EIAA	485EV 20712	BOEING 747212B				SKIN	CORRODED WS 932	79733	5/13/97 EIAA970143
HKG - DURING C5/D CHECK INSPECTION, DISCOVERED RIGHT WING, WING STATION 932 UPPER TRAILING EDGE RABBET AREA CORRODED. REPAIRED ACCOMPLISHED IAW HAECO RS 57-25-33333. (M)									

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5751 P5CA	832FT 20347	BOEING 747121				ANGLE	CRACKED LT AILERON		8/12/96 P5CA9601231
LT INBOARD AILERON L/E ANGLE INBOARD TO INBOARD HINGE CRACKED. FAB NEW ANGLE PER SRM 57-12-00 AND INSTALLED PER SRM 51-30-02.									
5751 P5CA	832FT 20347	BOEING 747121				HINGE CUTOUT	CRACKED RT AILERON		8/12/96 P5CA9601135
RT OUTBD AILERON OUTBD HINGE UPPER CUTOUT CRACKED. CUTOUT REWORKED PER SRM 57-10-01, DAMAGE WITHIN THE LIMIT PER SRM 57-10-01.									
5753 P5CA	832FT 20347	BOEING 747121				CARRIAGE	CORRODED TE FLAPS		8/12/96 P5CA9601176
WING FLAP CARRIAGES 8 BOOGIES SURFACE CORROSION. REMOVED SURFACE CORROSION PER SRM 51-10-01 AND PROTECTION ACTION CARRIED OUT.									
5753 P5CA	832FT 20347	BOEING 747121				TRACK	CORRODED NR 3 TE FLAP		8/12/96 P5CA9601225
TRACK NR 3 IS CORRODED AT BEARING MOVING PATHES. SURFACE CORROSION REMOVED PER SRM 51-10-01.									
5753 P5CA	832FT 20347	BOEING 747121				CHORD	CORRODED RT TE MID FLAP		8/12/96 P5CA9601226
RT INBOARD MID FLAP WITH PANEL REMOVED SURFACE, CORROSION ON UPPER CTR CHORD OUTBD END, UNDER PANEL. CORROSION REMOVED AND TREATED PER SRM 51-10-01, FOUND WITHIN LIMITS PER SRM 57-10-01.									
5753 P5CA	832FT 20347	BOEING 747121				RIB	DAMAGED RT TE MID FLAP		8/12/96 P5CA9601227
RT INBOARD MID FLAP, L/E END RIB INBOARD OF INBOARD FLAP CARRIAGE ASSY HAS DENT AND DAMAGE. STRAIGHTEN DENT PER SRM 51-40-01, SMOOTHED AND TREATED PER SRM 51-10-02.									
5753 P5CA	832FT 20347	BOEING 747121				TRACKS	CORRODED LT TE FORE FLAPS		8/12/96 P5CA9601230
CORROSION LEFT WING ALL 7 FORE FLAP TRACKS SURFACE. CORROSION REMOVED FROM SURFACE PER SRM 51-10-01.									
5753 P5CA	832FT 20347	BOEING 747121				SUPPORT	WORN TE FLAPS		8/12/96 P5CA9601246
LEFT WING OUTBD T/E FLAP TORQUE TUBE GEAR BOX HAS EXCESSIVE PLAY BETWEEN FLAP TRACK 1 AND 2. TORQUE TUBE SUPPORT REPLACED PER MM 27-51-00.									
5754 P5CA	832FT 20347	BOEING 747121				BEAM	CRACKED LT LE FLAP		8/12/96 P5CA9601228
LEFT INBOARD KREUGER L/E FLAP PDU AFTER MOUNT BEAM INBOARD EDGE CRACKED. FAB NEW ANGLE PER SRM 57-12-01 AND INSTALLED PER SRM 51-30-02.									
5754 P5CA	832FT 20347	BOEING 747121				ARM	CORRODED NR 7 LE FLAP		8/12/96 P5CA9601229
L/E FLAP 7 INCHES INBOARD ARM SURFACE CORROSION. CORROSION REMOVED FROM SURFACE PER SRM 51-10-01.									
7110 P5CA	832FT 20347	BOEING 747121				COWL FITTING	CRACKED NR 4 ENGINE		8/12/96 P5CA9601216
NR 4 RT MAIN COWL FWD LATCH FORGING FITTING HAS A CRACK IN LATCH CUTOUT. REMOVED RIVETS CLEANED CORROSION AND TREATED PER SRM 51-10-01, INSTALLED NEW RIVETS PER SRM 51-30-02.									

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7200 P5CA	855FT 19733	BOEING 747124	PWA JT9D7A			ENGINE	OVER TEMP NR 1	75912 2129	12/15/96 P5CA9601203
ABORTED TAKEOFF AND RETURNED TO RAMP DUE TO ENGINE NR 1 EXCEEDING MAX EGT LIMITS WHEN APPLYING TAKEOFF THRUST. EGT REACHED 976 DEGREES FOR APPROXIMATELY 5 SECONDS. PERFORMED OVERTEMP INSPECTION REQUIRED BY 71-00-00 AREA C. BORESCOPE PER 72-00-00, NO DEFECTS NOTED, 80 HOUR LIMIT ENGINE CHANGED 12/17/96. SUSPECT 8TH STAGE CHECK VALVE OR HIGH STAGE VALVE FAILURE CAUSING EXCESSIVE BLEED AIR DURING TAKEOFF.									
7200 NWAA	640US 23888	BOEING 747251F	PWA JT9D7J			ENGINE	OVERTEMP NR 1		4/16/98 9806896740
AFTER LANDING AND SLOWING TO TAXI SPEED, THE NR 1 ENGINE COMPRESSOR STALLED WITH THE TOWER REPORTING FLAMES FROM THE TAILPIPE. THE ENGINE WAS SHUT DOWN, MAXIMUM EGT WAS 1089C FOR 35 SECONDS. MAINTENANCE CHANGED THE ENGINE DUE TO THE OVERTEMP.									
2150 AALA	608AA 27446	BOEING 757223				FILTER 470044	CONTAMINATED ACM		8/5/96 AALA961165
SJO - FLT 0984 - AFTER TAKEOFF SJO DURING CLIMB-OUT. LT ENGINE EEC LIGHT ILLUMINATED FOLLOWED BY AUTOTHROTTLERS DISCONNECTING AND SLIGHT ODOR OF SMOKE NOTED IN COCKPIT. THEN THE RT ENGINE EEC LIGHT ILLUMINATED. ACCOMPLISHED SMOKE REMOVAL CHECK LIST AND TURNED OFF BOTH ENGINE EEC'S. ACFT RETURNED TO SJO AND LANDED WITHOUT INCIDENT. ACCOMPLISHED EEC AND BVCU BITE TEST WITH NO FAULTS FOUND. CHECKED AUTOTHROTTLE OPERATION WITH NO DEFECTS FOUND. ACCOMPLISHED GROUND ENGINE RUN AND DETERMINED ODOR COMING FROM LT ENGINE BLEED AIR WITH NO OTHER ABNORMAL INDICATIONS NOTED. AIRCRAFT MAINTENANCE FERRY SJO/DFW. PRECAUTIONARY REPLACED LT EEC CONTROL BOX. ACCOMPLISHED AIR CONDITIONING CONTAMINATION REMOVAL PROCEDURE A									
2421 NWAA	535US 26482	BOEING 757251				IDG 729825H	MALFUNCTIONED LT ENGINE	18419 1629	4/14/98 9806795635
LEFT ENGINE GENERATOR DRIVE LIGHT ILLUMINATED ON TAKEOFF. AIRCRAFT RETURNED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED THE LEFT IDG WITH A SERVICEABLE UNIT. RUN-UP AND LEAK CHECK SATISFACTORY.									
2562 NOCA	757NA 24567	BOEING 75723A				ELT EB2BW	MALFUNCTIONED BS 400		3/26/98 NOCA0898
EMERGENCY LOCATOR TRANSMITTER SIGNAL ACTIVATED ON DESCENT, SIGNAL CAN BE ON 121.5. REMOVED AND REPLACED ELT TRANSMITTER. OPERATIONAL CHECK OF ELT OK. (M)									
3260 AALA	606AA 27057	BOEING 757223				SENSOR 31EN946	OUT OF ADJUST LT MLG		8/19/96 AALA961235
DFW - FLT 2303 - UPON GEAR RETRACTION, THE AMBER GEAR LIGHT REMAINED ON AND RECEIVED AN EICAS GEAR DISAGREE MESSAGE. REMAINED ON FOR ABOUT AN HOUR AND 40 MINUTES THEN EXTINGUISHED. LANDED DFW WITHOUT INCIDENT. ADJUSTED LEFT MLG UPLOCK SENSORS. SYSTEM GROUND CHECKED, NORMAL OPERATION. (X)									
3350 UALA	506UA 24627	BOEING 757222	PWA PW2037			BULB	FAILED CABIN		4/16/98 98UAL900150
EMERGENCY SLIDE LIGHT INOP, DOOR 4L. LAMP BURNED OUT. REPLACED.									
3350 IPXA	466UP 25482	BOEING 75724APF				LIGHT PANEL 233N3219300	MALFUNCTIONED COCKPIT		4/17/98 UPS98526456
INSPECTION TYPE-P/F, EXIT LIGHTS COME ON WHEN SWITCH IS IN THE OFF POSITION. NO GROUND PWR ON A/C AND BATTERY SWITCH IS OFF. REMOVED AND REPLACED EMERGENCY LIGHT PANEL.									
3350 NWAA	542US 26489	BOEING 757251				POWER SUPPLY	INOPERATIVE CABIN		6/4/97 9710695642
DURING LINE CHECK, EMERGENCY LIGHTS FROM ROW 19 AFT LEFT INOPERATIVE. REPLACED POWER SUPPLY, LIGHTS CHECK GOOD.									
3350 USAA	632AU 27810	BOEING 7572B7				BATTERIES 86210066	DISCHARGED CABIN		5/8/97 USAABB97054
LAX - EMERGENCY FLOOR LIGHTING INOPERATIVE AT SEATS, 4,13 AND 23. REPLACED BATTERIES. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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3350 AWXA	904AW 23566	BOEING 7572S7				WIRING	BROKEN CABIN		3/31/97 AWXA9700208
DURING ROUTINE MAINTENANCE CHECK, FOUND ROW 19C EMERGENCY LIGHT INOP. REPAIRED BROKEN WIRE AT ROW 19. OPS CHECK OK.									
2781 DALA	125DL 24075	BOEING 767332				PROX TARGET	MISSING NR 12 LE SLAT		4/17/98 DL76S980840
ON APPROACH WHEN FLAPS 15 SELECTED GOT LEADING EDGE LIGHT WITH L/E SLAT ASSYM EICAS MSG. LANDED WITH FLAPS 20 USING ALT FLAP POSITION/SELECTOR. DUE TO LDG FLAPS 20 AT 170K, LT MAIN GEAR BRAKE TEMP WAS 5 AND RT MAIN GEAR WAS 6. LDG WT 290K LBS. HAD BDL EMERG TRUCKS CALLED OUT FOR HOT LDG, POS WHEEL/BRAKE FIRES. NOT NEEDED. PERF HIGH ENERGY STOP/HEAT DMG INSP, NO DAMAGE FOUND. FOUND MID EXTEND PROX TARGET FOR NR 12 SLAT SW S300 MISSING REF IPC 27-81-02-01 FIG 1, SHT 3, DETAIL D. REPLACED TARGET.									
3230 UALA	611UA 21872	BOEING 767222	PWA JT9D7R4D			RETRACT MECH	MALFUNCTIONED RT MLG		4/11/98 98UAL900142
RIGHT MAIN LANDING GEAR FAILED TO RETRACT. RECYCLED, GEAR RETRACTED BUT LANDING GEAR DOOR REMAINED OPEN. GEAR DISAGREE LIGHT ILLUMINATED. RETURNED TO FIELD.									
3350 DALA	113DA 22225	BOEING 767232			61020	BATTERY	DISCHARGED CABIN		1/15/98 DL767980813
JUMPSEAT TWO CENTER FLASHLIGHT RED LIGHT NOT FLASHING. REPLACED BATTERY AND BULB ASSY.									
3350 UALA	649UA 25286	BOEING 767322	PWA PW4060			LIGHT	INOPERATIVE CABIN		10/18/96 96UAL900820
FLOOR EMERGENCY LIGHT AT SEAT 11 ON RIGHT SIDE INOPERABLE. REPLACED FLOOR EMERGENCY LIGHT, OPERATIONS CHECK NORMAL.									
5315 AALA	328AA 22328	BOEING 767223				FLOORBEAM	CORRODED BS 933		3/30/98 AALA984060
AFW - WHILE IN FOR MBV MAINTENANCE FOUND TWO AREA OF CORROSION ON THE UPPER SURFACE OF THE UPPER FLANGE OF THE FLOORBEAM AT STATION 933 LBL 11. AFTER BLENDING, THE AREAS WERE DYE CHECKED SHOT/ROTO PEENED PER SRM 51-20-06. REFINISHED PER SRM AND FILLED WITH BMS5-95 SEALANT. (M)									
5730 AALA	320AA 22321	BOEING 767223				SKIN	CORRODED BS 956		3/27/98 AALA984057
AFW - FOUND CORROSION ON CENTER WING UPPER SKIN AT AFT DRAIN LOCATION. REMOVED CORROSION, BLENDED AREA, PRIMED, PAINTED AND SEALED PER ENGINEERING MRB 767-1593. (M)									
5754 TWAA	610TW 22573	BOEING 767231				SKIN	DELAMINATED NR 5 LE SLAT		12/9/97 TWAA9804014
MCI - DURING OP 16 MAINTENANCE CHECK, FOUND LEFT WING NR 5 LE SLAT DELAMINATED TOP SURFACE INBOARD END AT TE. REPAIRED PER SRM 57-43-02 FIG 201 DETAIL III ITEM D, AND SRM 51-70-10 FIG 4 SHEET 1 TABLE 1, AND 51-70-10 FIG 9. (M)									
2140 SI3R	766UA	BOEING 777222			HAMSTD	HEAT EXCHANGER 8102082	FAILED DUCT	9861	4/8/98 SI3R98007
THE HEAT EXCHANGER WAS RECEIVED WITH THE PRIMARY INLET DUCT CRACKED THE FULL LENGTH AND PEALED BACK.									
2565 UALA	770UA 26925	BOEING 777222	PWA PW4077		AIR CRUISERS 62772292	TUBE	TORN SLIDE/RAFT		4/14/98 98UAL900149
DURING SHOP OVERHAUL, THE SLIDE/RAFT DEVELOPED A TWO INCH TEAR IN THE LOWER TUBE UNDER THE GIRT AFTER THE FLAT FIRE TEST. SLIDE/RAFT SENT TO VENDOR FOR WARRANTY REPAIR.									

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3610 UALA	766UA 26917	BOEING 777222	PWA PW4077			PRSOV	MALFUNCTIONED LT PNEU SYST		4/1/98 98UAL900145
L-BLEED PRSOV SHOWS CLOSED ON AIR SUPPLY MAINT, BLEED LOSS WING L, BODY L, BLEED LEAK L STATUS MSG'S AND L PACK INOP. CREW HEARD POP JUST BEFORE MESSAGES APPEARED. RETURNED TO IAD AND LANDED OVERWEIGHT.									
5321 UALA	777UA 26916	BOEING 777222	PWA PW4077			PANEL	CORRODED GALLEY FLOOR		3/17/98 98UAL900146
FOUND MID GALLEY FLOOR PANELS (REF IPC 25-31-01-075) WHICH HAD HEAVY CORROSION ON THE AFT EDGE OF THE FORWARD PANEL AND THE FORWARD EDGE OF THE REAR PANEL.									
8520 GNBA	5388J 4040666	CESSNA 404	CONT GTSIO520M			BOLT 537750	FAILED NR 6 INT ROCKER	3/1/98 1113	98ZZZX1553
***** SHORTLY AFTER TAKEOFF, PILOT FELT MINOR SHAKE IN LT ENGINE. A VISUAL INSPECTION (IN-FLIGHT) REVEALED SMALL AMOUNT OF OIL STREAMING BACK. PILOT RETURNED TO AIRPORT. MAINTENANCE PERSONNEL NOTED NR 6 INTAKE ROCKER BOX HAD A HOLE FROM THE INSIDE OUT. REPLACED BOLT, GROUND CHECK OK.									
7261 FRKA	245CC 550212	CESSNA 550	PWA JT15D4			OIL PUMP 3030391	WEAK LT ENG SCAV	9/30/96 3241	96ZZZX5353
LEFT ENGINE SHOWED EVIDENCE OF HIGH OIL CONSUMPTION. TROUBLESHOOTING REVEALED WEAK SCAVENGE OIL PUMP. OIL PUMP WAS REMOVED AND REPLACED WITH OVERHAULED UNIT AND OPERATION RETURNED TO NORMAL.									
5210	606AT 6500225	CESSNA 650				DOOR ROD NAS3544240	FAILED SECONDARY DOOR	3/31/98	98ZZZX1527
THIS IS THE THIRD SECONDARY DOOR ROD INSTALLED ON THIS AIRCRAFT. SUBMITTER SUGGESTED THERE ARE TWO SUSPECT CAUSES FOR THESE FAILURES. ROD DIAMETER IS TOO SMALL FOR THE LOADS ENCOUNTERED OR DEFECTIVE RODS.									
2170 VTZA	623BR 7192	CNDAIR CL6002B19				FILTERS 7536893	DIRTY CABIN	3/12/98	VTZA98132
FLT 6693 - IAD-JAX - DURING CLIMB, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LAV SMOKE WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED ACM'S COALESAR BAGS AND DUCTING FOR EVIDENCE OF OIL AND REMOVED AND REPLACED ACM WATER FILTERS. MAINTENANCE GROUND RAN AIRCRAFT OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2611 VTZA	623BR 7192	CNDAIR CL6002B19				SMOKE DETECTOR PU90421R3	FAILED LAVATORY	3/12/98	VTZA98133
FLT 6718 - ATL-IAD - DURING TAKEOFF, AIRCRAFT MADE AN UNSCHEDULED LANDING DUE TO LAV SMOKE WARNIGN LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND FERRIED AIRCRAFT TO IAD WHERE MAINTENANCE REMOVED AND REPLACED SMOKE DETECTOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
2750 COMA	957CA 7109	CNDAIR CL6002B19				BPSU 855D1007	FAILED LT TE FLAP	10813 5080	4/20/98 COMA9860084
FLAPS FAILED AT 30 DEGREES. REPLACED THE LEFT HAND FLAP BPSU.									
2750 COMA	976CA 7151	CNDAIR CL6002B19				BPSU 855D1007	MALFUNCTION TE FLAPS	8595	4/18/98 COMA9860081
FLAPS FAILED AT ZERO AFTER TAKEOFF. REPLACED THE LEFT AND RIGHT FLAP BPSU.									
3222 SH5R	120MP 3034	CNDAIR CL6002A12			ROTOL	AXLE 200811218	CORRODED NLG	4713	3/23/98 98ZZZX1542
UPON DISASSEMBLY OF THE NLG AXLE FROM THE SLIDING TUBE, CORROSION WAS NOTICED. AFTER CLEANING TO DETERMINE THE DEPTH OF THE DAMAGE, IT WAS DETERMINED BY DOWTY THAT THE PART WAS SCRAP BECAUSE THE DAMAGE WAS GREATER THAN .005 INCH DEEP IN ONE AREA. THE CORROSION WAS IN THE INNER BORE OF THE AXLE HOUSING. LANDINGS, 3,402.									

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3230 COMA	999CA 7230	CNDAIR CL6002B19				RETRACT MECH	MALFUNCTIONED LANDING GEAR		4/18/98 COMA9860083
AFTER TAKEOFF, LANDING GEAR WOULD NOT RETRACT. AIRCRAFT RETURNED TO THE FIELD AND THEN WAS FERRIED TO CVG GEAR DOWN. CVG MAINT COULD NOT DUPLICATE THE PROBLEM BUT DID FIND A DI11 OFF CODE. THE LANDING GEAR CONTROL HANDLE WAS REPLACED AS A PRECAUTIONARY MEASURE.									
3230 COMA	999CA 7230	CNDAIR CL6002B19				RETRACT MECH	MALFUNCTIONED LANDING GEAR		4/18/98 COMA9860082
LANDING GEAR WILL NOT RETRACT. COULD NOT DUPLICATE DISCREPANCY. REPLACED GEAR SELECTOR FOR TROUBLESHOOTING.									
3350 COMA	966CA 7132	CNDAIR CL6002B19				BATTERY PACK P4010021	DISCHARGED COCKPIT		3/15/98 COMA9860077
DURING C-1 INSPECTION, FOUND CO-PILOTS EMERGENCY FLASHLIGHT INOP. REPLACED BATTERY PACK IN ACCORDANCE WITH AIRCRAFT MAINTENANCE MANUAL 25-61-02.									
4980 COMA	967CA 7134	CNDAIR CL6002B19				SHIELD 601R9720419	CRACKED APU		2/28/98 COMA9860080
DURING C-1 INSPECTION, FOUND APU EXHAUST SHIELD ASSEMBLY CRACKED. REPLACED EXHAUST SHIELD.									
5320 COMA	933CA 7040	CNDAIR CL6002B19				ANGLE 6013501251	CRACKED BS 621		4/4/98 COMA9860079
ANGLE (P/N 601-35012-51) IN AFT EQUIPMENT BAY, LEFT HAND SIDE OF FS 621 BULKHEAD CRACKED. REPLACED ANGLE AS PER REO 601R-53-61.									
5320 COMA	966CA 7132	CNDAIR CL6002B19				FITTING 45820651	CRACKED LAVATORY		3/14/98 COMA9860076
DURING C-1 INSPECTION, FOUND LAV FLOOR ENCLOSURE CLOSE OUT COVER FITTING (P/N 4582065-1) CRACKED. REPLACED CLOSE OUT COVER IN ACCORDANCE WITH CONCESSION LETTER C095-774.									
5753 COMA	966CA 7132	CNDAIR CL6002B19				SKIN	CHAFED LT TE FLAP		3/14/98 COMA9860078
DURING C-1 INSPECTION, FOUND LEFT INBOARD FLAP TO BE CHAFED. REPLACED LEFT INBOARD FLAP.									
2611 HNAA	989HA 427	DHAV DHC8201				CONNECTORS	DIRTY BAGG COMPT		7/12/96 HNAA9698948
TLH/TPA - FLT 3421 - DURING FLIGHT, THE SMOKE WARNING LIGHT AND MASTER WARNING LIGHT CAME ON IN-FLIGHT. LIGHT WENT OUT AFTER 10 MINUTES, CAME BACK ON, AND WENT OUT AFTER LANDING. REMOVED AND CLEANED CANNON PLUGS ON BOTH DETECTORS AFT OF CARGO COMPARTMENT. (X)									
2720 MALA	833MA 343	DHAV DHC8102				PRESS REGULATOR 2379003001	FAILED RUDDER		4/10/98 MALA976101
ON CLIMB-OUT, RUDDER PRESSURE, RUDDER FULL PRESSURE AND NR 2 RUDDER HYD LIGHTS ILLUMINATED. MAINTENANCE REPLACED DUAL PRESSURE REGULATOR. OPS CHECKS GOOD.									
2720 MALA	833MA 343	DHAV DHC8102				PUMP 570347	FAILED RUDDER CONTROL		4/9/98 MALA976102
DURING CLIMB-OUT, RUDDER PRESSURE, RUDDER FULL PRESSURE AND NR 2 RUDDER HYD PRESSURE LIGHT ILLUMINATED. MAINTENANCE REPLACED NR 2 HYD PUMP. OPS CHECKS GOOD.									
3231 QXEA	102AV 091	DHAV DHC8102			DHAV 82970018009	BOLT NAS110521D	MISSING RT MLG DOOR		6/3/97 QXEA9700224
AFTER TAKEOFF ON LANDING GEAR RETRACTION, THE RIGHT MAIN LANDING GEAR FORWARD DOOR REMAINED IN THE OPEN POSITION. AIRCRAFT RETURNED TO THE FIELD AND ACCOMPLISHED AN UNEVENTFUL LANDING. INSPECTED AND FOUND SAFE FOR FERRY FLIGHT FROM SEA TO PDX. IN PDX, FOUND MISSING BOLT AND BUSHING ON GEAR DOOR ACTUATOR ROD. REPLACED BOLT AND BUSHING. PERFORMED RIGGING AND OPERATIONAL CHECK OF SYSTEM, CHECKS GOOD.									

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3231 QXEA	814PH 43	DHAV DHC8102				RETRACT MECH	MALFUNCTIONED LT MLG DOOR		4/17/98 QXEA9800534
LEFT MAIN FORWARD GEAR DOOR REMAINS OPEN AFTER TAKEOFF. GEAR WAS CYCLED, AND THE DOOR CLOSED. INSPECTED FORWARD GEAR DOOR ACTUATION MECHANISM, NO DEFECTS NOTED. CLEANED BOTH RESTRICTORS AT THE FORWARD GEAR DOOR ACTUATOR, OPERATIONAL CHECKS GOOD. NO PARTS REPLACED.									
3350 QXEA	824PH 157	DHAV DHC8102				LIGHTS	INOPERATIVE CABIN		4/16/98 QXEA9800532
TWO FORWARD EMERGENCY ESCAPE FLOOR PATH LIGHTS ARE INOP. RESTORED WIRING TO ORIGINAL CONDITION IAW DHC MAINTENANCE MANUAL. OPERATIONAL CHECKS GOOD. NO PARTS REPLACED.									
3350 QXEA	830PH 314	DHAV DHC8102			DHAV 82510202001	LIGHT 10005511	MALFUNCTION COCKPIT	16113 2562	4/19/98 QXEA9800533
COCKPIT EMERGENCY LIGHT INOP OVER JUMPSEAT. REPLACED LIGHT ASSEMBLY, OPERATIONAL CHECKS GOOD.									
3350 MASA	434YV 434	DHAV DHC8202				BULB S6R3S62LAE	FAILED CABIN		3/30/98 MASA98064
DURING ROUTINE MAINTENANCE, FOUND ONE RED EMERGENCY ESCAPE PATH LIGHT INOP. REPLACED LAMP, OPS CHECK GOOD. (M)									
3350 MASA	444YV 444	DHAV DHC8202				BULB PR2	OUT OF POSITION CABIN		3/30/98 MASA98065
PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE DURING PRE-MAINTENANCE RUN-UP. FOUND BULB OUT OF POSITION, REPOSITIONED BULB. OPS CHECK GOOD. (M)									
3350 MASA	444YV 444	DHAV DHC8202				BULB MS25231316	FAILED CABIN		3/13/98 MASA98056
DURING ROUTINE LIGHTING CHECK, MAINTENANCE FOUND THE THE SECOND CABIN OVERHEAD CENTER AISLE EMERGENCY LIGHT WOULD NOT ILLUMINATE. MAINTENANCE REMOVED AND REPLACED THE BULB. OPS CHECK GOOD. (M)									
3350 MASA	444YV 444	DHAV DHC8202				BATTERY 6038443	DISCHARGED CABIN		3/21/98 MASA98061
DURING ROUTINE MAINTENANCE, FOUND SEVERAL EMERGENCY LIGHTS WOULD NOT ILLUMINATE. REPLACED NR 2 POSITION EMERGENCY LIGHT BATTERY. OPS CHECK GOOD. (M)									
3350 MASA	445YV 445	DHAV DHC8202				BULB 0L3071BAEGPL	FAILED CABIN		4/1/98 MASA98067
DURING NIGHT MAINTENANCE, FOUND CENTER OVERHEAD EMERGENCY EXIT LIGHTS INOPERATIVE. REMOVED AND REPLACED BULBS, OPS CHECK GOOD. (M)									
3350 MASA	448YV 448	DHAV DHC8202				BULB L03071BPEGPC	FAILED CABIN		4/2/98 MASA98068
DURING ROUTINE MAINTENANCE, FOUND THE CENTE ROVERHEAD EMERGENCY EXIT LIGHT HAD FIVE INOPERATIVE BULBS. MAINTENANCE REMOVED AND REPLACED THE FIVE BULBS, OPS CHECK GOOD. (M)									
3350 MASA	456YV 456	DHAV DHC8202				BULB AML91LA85	FAILED CABIN		3/20/98 MASA98059
DURING A ROUTINE INSPECTION, MAINTENANCE FOUND THE EMERGENCY LIGHT SWITCH NORMAL LIGHT WOULD ILLUMINATE. MAINTENANCE REPLACED THE BULBS IN THE SWITCH, OPS CHECK GOOD. (M)									
7712 QXEA	813PH 32	DHAV DHC8102				TSCU 3039232	MALFUNCTION ENGINE	14100 4100	4/12/98 QXEA9800523
AUTOFEATHER SYSTEM DOES NOT ARM. ABORTED TAKEOFF AND RETURNED TO THE GATE. SYSTEM ARMED AND TESTED NORMALLY ON THE GROUND DURING TEST MODE. REPLACED POWER LEVER SWITCHES 6121-S12 AND 6121-S13. ALSO, REPLACED NR 1 AND NR 2 TORQUE SIGNAL CONDITIONERS (TSEU). OPERATIONAL CHECKS GOOD.									

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2312 VNAA	422JS 3018	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		TRANSCIEVER 7510764902	FAILED AVIONICS RACK	70264	4/13/98 VNAA9804011
DURING TAXI, THE NUMBER ONE COMM UNIT FAILED TO OPERATE. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE NUMBER ONE COMM UNIT, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 23-10-00. OPERATIONAL CHECKS WERE COMPLETED, AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
3241 VNAA	458PS 3068	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		CONTROL UNIT AE20768	MALFUNCTIONED ANTI-SKID SYST	46231	4/16/98 VNAA9804017
AN ANTI-SKID FAIL WARNING MESSAGE ILLUMINATED, DURING TAXI FOR TAKEOFF. THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE CYCLED ELECTRICAL POWER AND RE-RACKED THE ANTI-SKID CONTROL UNIT. OPERATIONAL CHECKS WERE COMPLETED IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-40-00.									
3246 VNAA	424JS 3033	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		WHEEL 26104851	OUT OF BALANCE NLG	4518 151	4/12/98 VNAA9804010
DURING THE TAKEOFF, THE CREW NOTED SOME VIBRATIONS FROM THE NOSE LANDING GEAR. WHEN THE FLIGHT WAS IN RANGE OF BTV, THE CREW ADVISED TOWER THAT THEY MAY HAVE A FLAT, OR OUT OF BALANCE NOSE TIRE. THE TOWER DECLARED AN EMERGENCY, AND DISPATCHED EQUIPMENT. THE FLIGHT LANDED WITHOUT INCIDENT IN BTV, AND TAXIED TO THE GATE. MAINTENANCE INSPECTED AND REPLACED THE NOSEWHEELS IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 32-41-01. THE AIRCRAFT WAS RETURNED TO SERVICE. PART SERIAL NUMBER B-0266 TOTAL TIME 3958.8, TOTAL LANDINGS 3617, TIME SINCE OVERHAUL 15.1, SERIAL NUMBER B-0394 STATS GIVEN BELOW.									
3340 VNAA	437JS 3055	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		BULB GE4626	CRACKED NLG TAXI LIGHT		4/1/97 VNAA9704002
AT ROTATION BEFORE GEAR RETRACTION, AIRCRAFT FLEW THROUGH A FLOCK OF BIRDS. RETURNED TO THE FIELD WITHOUT FURTHER INCIDENT. MAINTENANCE INSPECTED AIRCRAFT AND FOUND THAT THE ONLY DAMAGE WAS TO THE LEFT TAXI LIGHT BULB, WHICH WAS CRACKED. MAINTENANCE REMOVED AND REPLACED THE LEFT TAXI LIGHT BULB, OPERATIONAL CHECKED GOOD. AIRCRAFT WAS APPROVED FOR RETURN TO SERVICE.									
3418 VNAA	328JS 3030	DORNER DO328100	PWA PW119B	HARTZL HDE6C3B		AOA SENSOR 861EF1	FAILED LT FUSELAGE	78524	4/17/98 VNAA9804015
DURING TAXI FOR TAKEOFF, A STICK PUSHER AND ANGLE OF ATTACK FAIL WARNING MESSAGE ILLUMINATED. THE AIRCRAFT RETURNED TO THE GATE. OUTSTATION MAINTENANCE INSPECTED AND APPROVED THE AIRCRAFT FOR A FERRY FLIGHT INTO PIT. THE FERRY FLIGHT WAS CARRIED OUT WITHOUT ANY INCIDENT. PIT MAINTENANCE INSPECTED AND REPLACED THE LEFT HAND ANGLE OF ATTACK SENSOR, IN ACCORDANCE WITH DORNIER MAINTENANCE MANUAL 27-33-01. OPERATIONAL CHECKS WERE COMPLETED AND THE AIRCRAFT WAS RETURNED TO SERVICE.									
5210 VH2R	328PH 3006	DORNER DO328100				HINGE 001A521B0501000	CRACKED PAX DOOR AFT	7392	4/14/98 98ZZZX1611
PASSENGER DOOR HINGE WAS CRACKED APPROXIMATELY .5 INCH THROUGH OUTER LEG FLANGE TO EDGE OF PART. CRACK OCCURRED AT WEB A REA CLOSET TO THE AIRCRAFT AND HINGE ATTACH POINT.									
2430 AALA	130AA 46989	DOUG DC1010				DISCONNECT	LOOSE LT BATTERY		2/7/98 AALA980271
LAX - FLT 606 - ON CLIMB-OUT, BATTERY AND LEFT EMERGENCY AC INDICATED ZERO VOLTS AND ZERO AMPS. AIRCRAFT AIR INTERRUPTED AND RETURNED TO LAX WITHOUT FURTHER INCIDENT. MAINTENANCE FOUND LEFT BATTERY QUICK DISCONNECT LOOSE. SECURED LEFT BATTERY QUICK DISCONNECT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
2565 UALA	1858U 46987	DOUG DC1030	GE CF650C2		AIR CRUISERS 24D3005193	BULKHEAD	FAILED EXCAPE SLIDE	10/15/96	96UAL900814
DURING TIME CONTROLLED OVERHAUL, RAMP PORTION OF SLIDE SUFFERED INTERNAL BULKHEAD FAILURE. ALSO, LT RAMP RAIL, LOWER END SUFFERED INTERNAL BULKHEAD FAILURE. SCRAPPED RAMP PORTION OF SLIDE.									
3350 HALA	119AA 46519	DOUG DC1010				CONTROL BOX	FAILED CABIN	4/1/98	HALA9800080
HNL - FLT 10 - EMERGENCY LIGHT TEST INOP (GREEN LT) AND 2L AND 4L FAULT LIGHT CAME ON DURING TEST. REPLACED EMERGENCY LIGHT CONTROL BOX ON 2L AND 4L DOOR, OPS CHECK GOOD. (M)									

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3350 AALA	164AA 46950	DOUG DC1030				LIGHT P2010031303	DEFECTIVE L4 DOOR		3/15/98 AALA980504
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHT AT L4 DOOR LOWER HALF WAS INOPERATIVE. REPLACED L4 DOOR LOWER EMERGENCY EXIT LIGHT ASSEMBLY. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
5210 CALA	13066 46591	DOUG DC1030				FITTING	CRACKED R-3 DOOR		4/18/98 CALA9800683
INSPECTION FOUND A 2 INCH CRACK IN R-3 DOOR LOWER FITTING. THE LOWER FITTING WAS REMOVED, A NEW BEAM AND FASTENERS WERE INSTALLED IAW SRM 51-31-01.									
5311 AALA	129AA 46996	DOUG DC1010				FRAME	CORRODED BS 879		3/25/98 AALA980636
TUL - FOUND CORROSION IN FRAME LOWER 'J' ANGLE, UPPER AND LOWER SURFACES. REPLACED CORRODED 'J' ANGLE PER SRM 53-30-00 FIG 5. (M)									
5313 AALA	129AA 46996	DOUG DC1010				STRINGER	CORRODED BS 1119		3/23/98 AALA980596
TUL - AFT END OF STRINGER 52 AT STATION 1119 EXFOLIATED. REMOVED AND REPLACED STRINGER SPLICE PER SRM 53-20-00. (M)									
5320 AALA	129AA 46996	DOUG DC1010				INTERCOSTAL	CORRODED BS 830		3/19/98 AALA980528
TUL - INTERCOSTAL FRAME CORRODED JUST OUTBOARD OF SEAT TRACK NR 6 UNDER GALLEY. REPLACED INTERCOSTAL AT STATION830 PER AARD 51-10-00-1. (M)									
5320 AALA	129AA 46996	DOUG DC1010				SUPPORT	CORRODED BS 427		3/19/98 AALA980529
TUL - LEFT INBOARD LAV SUPPORT 'HOCKEY STICK' HAS CORROSION AROUND AFT MOUNT HOLE. REPLACED LEFT INBOARD LAV SUPPORT PER AARD 51-10-00 PAGE 1. (M)									
5320 AALA	129AA 46996	DOUG DC1010				SUPPORT	CORRODED BS 1910		3/13/98 AALA980501
TUL - GALLEY SUPPORT HAS CORROSION ON FLOORBOARD SUPPORT LEG STATION 1910 UNDER RT COFFEEBAR. REMOVED AND REPLACED SUPPORT PER AARD 51-10-00-1 PAGE 1. (M)									
5320 AALA	129AA 46996	DOUG DC1010				DOUBLER	CORRODED BS 1999		3/26/98 AALA980626
TUL - INTERNAL SKIN DOUBLER AT STATION 1999 IS CORRODED FROM STRINGER 42L TO 43L. TRIMMED OUT CORRODED AREA AND INST FILLER WITH INTERNAL DOUBLER. 2 EXT DOUBLERS (STACKED) BELOW SKIN SPLICE AND 1 EXT DOUBLER STRAP ABOVE SKIN SPLICE PER ESO 7349 DATED 3-25-98. (M)									
5320 AALA	129AA 46996	DOUG DC1010				SUPPORT	CORRODED BS 1910		3/13/98 AALA980500
TUL - FLOORBOARD SUPPORT HAS CORROSON AROUND HOLES FOR CLIP NUTS UNDER RT COFFEEBAR. REMOVED AND REPLACED SUPPORT PER AARD 51-10-00-1 PAGE 1. (M)									
5320 AALA	129AA 46996	DOUG DC1010				SPLICE	CORRODED BS 879		3/25/98 AALA980635
TUL - FRAME LOWER 'J' ANGLE SPLICE IS CORRODED. REPLACED CORRODED 'J' ANGLE PER SRM 53-30-00 FIG 5. (M)									
5320 AALA	129AA 46996	DOUG DC1010				WEB	CORRODED BS 879		3/19/98 AALA980543
TUL - LOWER LOBE GALLEY FIRE DOOR TRACK LOWER WEB IS CORRODED THROUGH AFT OF THE C-LIFT DOOR SUPPORT POST. REMOVED, MANUFACTURED AND REINSTALLED NEW WEB SECTION PER AARD 51-01-00-05. (M)									

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5320 AALA	129AA 46996	DOUG DC1010				SUPPORT	CORRODED BS 835		3/20/98 AALA980637
TUL - FOUND CORROSION ON GALLEY SUPPORT TRACK. INSTALLED DOUBLER AND REPAIR PLUG IN GALLEY SUPPORT PER SRM 53-70-00. (M)									
5320 AALA	129AA 46996	DOUG DC1010				SUPPORT	CORRODED BS 1701		3/19/98 AALA980532
TUL - FOUND CORROSION BETWEEN STATION 1701 FLOORBOARD AND FLOORBOARDS SUPPORT ON TOP OF FLOORBEAM BETWEEN NR 3 ROLLER TRAY AND NR 5 ROLLER TRAY. TREATED PRIMED AND PAINTED AREA PER SRM 51-21-01 VOL II. INSTALLED DOUBLER TO TOP FO FLOORBEAM PER SRM 53-00-01 VOL 1. (M)									
5320 CALA	13066 46591	DOUG DC1030				STIFFENER	CRACKED LT MLG WW		4/18/98 CALA9800682
INSPECTION FOUND A 2 INCH CRACK ON LT MLG WHEEL WELL AFT WEB VERTICAL STIFFENER. THE STIFFENER WAS REMOVED AND A NEW STIFFENER WAS FABRICATED AND INSTALLED IAW SRM 53-53-01, 51-21-01, AND 51-31-01.									
5330 AALA	129AA 46996	DOUG DC1010				SKIN	CORRODED BS 1391		3/19/98 AALA980530
TUL - FOUND CORROSION AROUND BELLY DRAIN HOLES AT APPROX FUSE STATION 1391. INSTALLED REPAIR DOUBLER PER SRM 53-40-00 AREA CORROSION REMOVAL PER SRM 51-21-01. (M)									
5330 AALA	129AA 46996	DOUG DC1010				SKIN	CORRODED BS 1099-1119		3/23/98 AALA980597
TUL - BULDGE IN SKIN STRINGER 52 JUST FWD OF CAC DOOR. INSTALLED DOUBLER PER SRM 53-20-00. (M)									
5330 AALA	129AA 46996	DOUG DC1010				SKIN	CORRODED BS 1331		3/18/98 AALA980531
TUL - FOUND CORROSION AROUND BELLY DRAIN AT APPROX STATION 1331. REMOVED CORROSION PER SRM 51-21-01 AND INSTALLED REPAIR DOUBLER PER SRM 53-40-00. (M)									
5347 AALA	129AA 46996	DOUG DC1010				ROLLER TRAY	CORRODED BS 879-715		3/19/98 AALA980544
TUL - RIGHT INBOARD L/L GALLEY ROLLER TRAY HAS SEVERAL AREAS OF CORROSION. INSTALLED NEW SECTION OF TRACK FROM STATION 725 TO STATION 879 PER SRM 53-70-00 FIG NR 8. (M)									
5347 AALA	129AA 46996	DOUG DC1010				ROLLER TRAY	CORRODED BS 800-879		3/18/98 AALA980533
TUL - FOUND SEVERAL AREAS OF CORROSION ON LEFT OUTBOARD ROLLER TRAY. INSTALLED NEW TRAY PER AARD 51-01-00-05. (M)									
5347 AALA	129AA 46996	DOUG DC1010				SEAT TRACK	CORRODED BS 840-879		3/19/98 AALA980527
TUL - SEAT TRACK NR 6 CORRODED UNDER GALLEY 840-850. REPLACED SECTION OF SEAT TRACK FROM STATION 735-879 PER SRM 53-70-00. (M)									
5730 AALA	129AA 46996	DOUG DC1010				SKIN	CORRODED WS 126.3		3/20/98 AALA980581
TUL - 10 INCHES INBOARD OF FUSE SKIN (XW108) STATION 1116.3 FASTENER INTO NR 2 TANK (TOP) HAS INTERGRANULAR CORROSION. INSTALLED FASTENER, ALODINED, PRIMED AND APPLIED DINOL AV30 FER ESO 7349 DATED MAR 19, 1998. (M)									
7160 FDEA	049FE 47803	DOUG DC1010F				RIB	CRACKED NR 2 ENG INLET		4/15/98 98FDEA00272
NR 2 ENG INLET INTERNAL 7TH RIB AFT OF FWD WEB CRACKED. UPPER CAP APPROX 7 LONG, 5:00 POSITION.									

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7160 FDEA	049FE 47803	DOUG DC1010F				WEB	CRACKED NR 2 ENG INLET		4/15/98 98FDEA00273
NR 2 ENG INLET INTERNAL WEB BETWEEN 7TH AND 9TH RIB AFT OF FWD WEB CRACKED, 7:00 POSITION.									
7160 FDEA	049FE 47803	DOUG DC1010F				STIFFENER	CRACKED NR 2 ENG INLET		4/15/98 98FDEA00274
NR 2 INLET INTERNAL 7TH RIB AFT OF FWD WEB ANGLE STIFFENER CRACKED, 7:00 POSITION.									
7230 NWAA	144JC 46752	DOUG DC1040	PWA JT9D20J			COMPRESSOR	STALLED NR 3 ENGINE		4/15/98 9806751144
AFTER LANDING WHILE CREW WAS ATTEMPTING TO RESTOW THE NR 3 ENGINE THRUST REVERSER, THE NR 3 ENGINE COMPRESSOR STALLED. EGT CLIMBED TO 820C AND THE ENGINE WAS SHUT DOWN. MAINTENANCE INSPECTED THE ENGINE PER THE TAFI MANUAL WITH NO DEFECTS NOTED. THE ENGINE WAS RUN WITH NO PROBLEMS AND THE AIRCRAFT RETURNED TO SERVICE.									
7230 NWAA	154US 46763	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 3 ENGINE		3/31/97 9706711154
AT TOP OF DESCENT, NR 3 ENGINE EXPERIENCED A COMPRESSOR STALL. ENGINE WAS SHUT DOWN AT 31,000 FEET DUE TO RISING EGT. ENGINE WAS RESTARTED AT 29,000 FEET. AN UNEVENTFUL LANDING WAS PERFORMED AT DESTINATION AIRPORT. MAINTENANCE INSPECTED ENGINE PER MM 71-00-00, PG 104-105. NO DISCREPANCIES WERE NOTED. NO PARTS WERE CHANGED.									
7230 NWAA	154US 46763	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 1 ENGINE		4/15/98 9806741154
DURING LANDING ROLLOUT WHILE IN REVERSE THRUST, THE NR 1 ENGINE COMPRESSOR STALLED. EGT REACHED 930C BEFORE THE ENGINE WAS SHUT DOWN. MAINTENANCE INSPECTED THE ENGINE PER MAINTENANCE MANUAL AND RAN ENGINE TO TAKEOFF POWER WITH NO DEFECTS NOTED. THE AIRCRAFT WAS RETURNED TO SERVICE WITH THE BORESCOPE DEFERRED FOR FIVE CYCLES.									
7230 NWAA	155US 46764	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 1 ENGINE		4/15/98 9806761155
WHILE CLIMBING THRU 9500 FEET, THE NR 1 ENGINE COMPRESSOR STALLED. THE ENGINE WAS SHUT DOWN PER COM AND THE AIRCRAFT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE INSPECTED THE ENGINE PER MAINTENANCE AND TAFI MANUALS INCLUDING A BORESCOPE WITH NO TROUBLE FOUND.									
7230 NWAA	162US 46771	DOUG DC1040	PWA JT9D20			COMPRESSOR	STALLED NR 3 ENGINE		4/17/98 9806901162
DURING LANDING ROLLOUT WHILE COMING OUT OF REVERSE THRUST AT 80 KTS, THE NR 3 ENGINE COMPRESSOR STALLED. EGT PEAKED AT 1000C BEFORE THE ENGINE WAS SHUT DOWN AND THE COM COMPLIED WITH. MAINTENANCE INSPECTED THE ENGINE PER MAINTENANCE MANUAL INCLUDING A BORESCOPE. NO PROBLEMS WERE FOUND.									
7532 NWAA	152US 46761	DOUG DC1040	PWA JT9D20			PRBC	FAILED NR 2 ENGINE		6/3/97 9710681152
DURING DESCENT, THE NR 2 ENGINE COMPRESSOR STALLED WITH RISING EGT. ENGINE WAS SHUT DOWN AT MAX EGT OF 650C. NR 2 ENGINE RESTART AND SUBSEQUENT OPERATION WERE NORMAL. MAINTENANCE REPLACED THE PRBC AND RAN ENGINE TO TAKEOFF POWER. ALL PARAMETERS WERE NORMAL PER MM 71-00-00. EXACT PART CAUSING PROBLEM TO BE DETERMINED.									
7810 G6OA	603GC 47922	DOUG DC1030F				EXHAUST FAIRING 131M55G01	MISSING NR 1 ENGINE		3/29/98 G6OA019
ON PREFLIGHT INSPECTION, GROUND MAINTENANCE NOTED THE NR 1 ENGINE AFT CENTER BODY EXHAUST NOZZLE FAIRING MISSING. GROUND MAINTENANCE REPLACED THE NR 1 ENGINE AFT CENTER BODY EXHAUST NOZZLE PER MM 78-11-02. AIRCRAFT RETURNED TO SERVICE. (M)									
7830 NWAA	148US 46757	DOUG DC1040	PWA JT9D20J			TR UNIT	MALFUNCTIONED NR 2 ENGINE		4/16/98 9806911148
DURING TAKEOFF ROLL, THE NR 2 ENGINE REVERSER UNLOCKED LIGHT ILLUMINATED. THE TAKEOFF WAS ABORTED AND THE AIRCRAFT RETURNED TO THE GATE. MAINTENANCE PLACED THE REVERSER ON MEL 78-1A.									

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2110 ABXA	844AX 45848	DOUG DC861				TURBOCOMPRESSOR 5614845517	DEFECTIVE NR 1	5952	4/17/98 ABXA9800364
NR 1 CTC DEVELOPED LOUD SQUEALING NOISE WITH METALLIC SMELL FROM AIR DUCTS INTO COCKPIT. REPLACED NR 1 CTC IAW DC8 MM 21-10-1, OPS CHECKED GOOD.									
2110 ABXA	824AX 46141	DOUG DC863				TURBOCOMPRESSOR 5614845517	DEFECTIVE NR 1	55689	4/17/98 ABXA9800365
NR 1 CTC BEARING FAILED. LOUD SQUEALING NOISE, VIBRATION AND BURNING SMELL IN COCKPIT. REPLACED NR 1 CTC IAW DC8 MM 21-10-1, OPS CHECKED GOOD.									
2130 CKSA	801MG 45986	DOUG DC862				COUPLING	LOOSE RT MLG WW		4/16/98 CKSA98260
WHILE CLIMBING OUT OF FL290, A LOUD RUMBLING NOISE CAME FROM UNDER PILOTS FEET THAT LASTED FOR ABOUT 10 SEC. UPON REACHING FL350, CABIN ALT WAS RISING AND DIFF PRESS WAS DECREASING. COULD NOT MAINTAIN A CABIN ALT BELOW 10,000 FT. DESCENDED TO FL240 CABIN ALT 8700 FT DIFF PRESS OF 5.0 PSI. FOUND DUCT IN RT WHEEL WELL TO NASI SYSTEM COUPLING LOOSE. SECURED AND SAFETIED COUPLING. LEAK AND OPS CHECKS GOOD.									
2560 IXXA	823BX 46064	DOUG DC871F				FITTING 3705474503	CRACKED CARGO DR SLIDE		1/15/98 IXXA9800031
DURING ROUTINE C-CHECK INSPECTION, FOUND AFT CARGO COMPARTMENT FORWARD DOOR LEFT FRONT SLIDE SUPPORT FITTNG TO BE CRACKED. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED FITTING, FABRICATION AND INSTALLATION A NEW SLIDE SUPPORT FITTING IN ACCORDANCE WITH FAA PER APPROVED DRAWING COO-8-52-121-98 AND ENGINEERING ORDER 52-DC8-817.									
2910 ARWA	1804 45896	DOUG DC862				LINE 1140450600	FAILED RUDDER HYD PUMP		4/20/98 ARWA980407
LOST HYDRAULIC FLUID TO STAND PIPE LEVEL, HYDRAULIC LOSS OF FLUID/EMERGENCY CHECK LIST WAS PERFORMED. PRESSURE CHECK OK. ABNORMAL CHECK LIST WAS FOLLOWED TO AND BEFORE LANDING CHECKS. LANDING AND ROLL OUT WERE UNVENTFUL. PRECAUTIONARY AIRCRAFT TOW IN WAS REQUESTED AFTER CLEARING RUNWAY. NOTE: FLAPS WERE MAINTAINED AT LANDING CONFIGURATION TO AVOID FURTHER LOSS OF FLUID. AFTER MECHANICS CHECKED FOR LEAKS IT APPEARED LIKE FLEX HYDRAULIC LINE (NR 4) HAD SPLIT OPEN AT THE RUDDER PUMP LOCATION. REMOVED AND REPLACED LINE, RAN NR 2 AND 3 ENGINES AND CYCLED ALL SYSTEMS THROUGH SEVERAL TIMES TO BLEED AIROUT SERVICED HYD QTY. AS REQUIRED, NO LEAKS NOTED AT THIS TIME, IAW DC-8 MM 27-20-02.									
3231 ABXA	814AX 46041	DOUG DC863F				DOOR SPRING	OUT OF ADJUST LT MLG DOOR		4/21/98 ABXA9800367
LANDING GEAR UNSAFE LIGHT ILLUMINATED DURING CRUISE FLIGHT WITH LEFT MAIN LANDING GEAR DOOR 'NOT LATCHED' LIGHT ILLUMINATED. RECYCLED GEAR, NO CHANGE. ADJUSTED LEFT MAIN LANDING GEAR PROXIMITY SWITCH TARGET STOP. REPLACED LEFT GEAR DOOR SPRING IAW DC8 MM 32-31-5. PERFORMED TEST IAW DC8 MM 32-6, OPS CHECKED GOOD.									
3260 ABXA	815AX 46097	DOUG DC863F				SWITCH 0080004002	DEFECTIVE LT MLG		4/15/98 ABXA9800357
LANDING GEAR UPLATCH CHECK FAILED. RED GEAR UNSAFE LIGHT AND LEFT MAIN\NGEAR DOOR UNLATCHED LIGHT ILLUMINATED. RECYCLED GEAR, NO CHANGE. PERFORMED ALTERNATE UPLATCH CHECK. REPLACED LEFT MAIN LANDING GEAR PROXIMITY SWITCH IAW DC8 MM 32-60-0, OPS CHECKED GOOD.									
3310 CKSA	870BX 46036	DOUG DC863F				TRANSFORMER 6426	MALFUNCTION FLOOD LIGHT		4/14/98 CKSA98259
ON LANDING F/E'S PANEL BEHIND LIGHT SWITCH'S BEGAN TO ARC AND SMOKE. ON INSPECTION OF LIGHT SWITCHES FOUND DAMAGE ON FLOOD LIGHT SWITCHES PULLED BREAKERS AS REQUIRED AND TIED OFF CONTINUE DMI NR 8230998 IAW DC8 MM 33-1. REMOVED AND REPLACED RHEOSTAT TRANSFORMER OPS CHECK NORMAL IAW MM 33-01. THIS CLEARS DMI 8230998 PLACARDS REMOVED.									
3421 ABXA	820AX 46155	DOUG DC863				EADI 36143091006	DEFECTIVE COCKPIT	5500	4/16/98 ABXA9800363
FIRST OFFICER'S EADI FAILED. DISPLAY UNIT WENT BLANK, ELECTRICAL SMELL/FUMES WERE NOTED IN THE COCKPIT. REPLACED FIRST OFFICER'S EADI IAW DC8 MM 34-21-0, OPS CHECKED GOOD.									

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3442 RRXA	997CF 46154	DOUG DC862F				RADAR	MALFUNCTIONED COCKPIT		4/14/98 RRXA98077
WEATHER RADAR WILL NOT PAINT GROUND SHOWS ONLY SPOKE PATTERN. PERFORMED OPERATIONAL CHECK OF WEATHER RADAR SYSTEM, OPERATIONAL CHECKS GOOD IAW M/M 34.									
3610 ABXA	842AX 46015	DOUG DC861				CONNECTOR 711737525D	FAILED COCKPIT		4/13/98 ABXA9800345
LOUD AIR NOISE IN FWD COCKPIT AREA. HOT ODOR NOTICED IN COCKPIT. CREW EXPERIENCED BURNING EYES AND HEADACHE. NOISE WAS ELIMINATED BY TURNING OFF NR 3 CTC. REPLACED PNEUMATIC DUCT CONNECTOR, LEAK CHECKED GOOD.									
3610 CKSA	802MG 46098	DOUG DC862				SEAL 4952112	RUPTURED MAIN DUCT		5/30/97 CKSA97262
LOST CABIN PRESSURIZATION AT FL290. CABIN RATE OF CLIMB WENT FROM 1000 TO 2000 FEET PER MINUTE. REGAINED CONTROL AT FL190. DESCENDED AIRCRAFT TO FL130 FOR FINAL CRUISE CEILING. CABIN STABILIZED AT 4000 FEET. LOUD NOISE ASSOCIATED WITH LOSE OF CABIN PRESSURE. CREW WENT ON OXYGEN WHEN CABIN EXCEEDED 9000 FEET. FOUND BLOWN SEAL IN DUCT DOWN LINE FROM FLOW CONTROL VALVE. REPLACED SEAL, RECONNECTED DUCTING, OPERATED NASI FLOW CONTROL SYSTEM. NO LEAKS NOTED ALL PARAMETERS NORMAL.									
3610 IXXA	61CX 46142	DOUG DC862				REGULATOR VALVE 39216041	DEFECTIVE NR 1 ENGINE		3/18/98 IXXA9800029
DURING CLIMBOUT, THE NUMBER ONE AND TWO ENGINE PNEUMATIC MANIFOLD OVER TEMPERATURE INDICATING LIGHTS ILLUMINATED, VERIFIED BY TEMPERATURE INDICATOR. THE FLIGHT ENGINEER SECURED THE NUMBER ONE AND TWO ENGINE BLEED SYSTEMS FOLLOWING COMPANY EMERGENCY PROCEDURES. THE FLIGHT RETURNED TO TOL FOR AN UNEVENFUL LANDING. MAINTENANCE PERFORMED A GROUND RUN IN ACCORDANCE WITH COMPANY JRH WHICH REVEALED THE NUMBER ONE BLEED REGULATOR VALVE DEFECTIVE, WHICH WAS REPLACED. MAINTENANCE PERFORMED A SUCCESSFUL OPERATIONAL TEST.									
5210 ABXA	824AX 46141	DOUG DC863		DOUG		MECHANISM	BINDING CABIN DOOR		4/17/98 ABXA9800366
FORWARD CABIN DOOR WOULD NOT OPEN FROM THE OUTSIDE. REPLACED FORWARD CABIN DOOR IAW DC8 MM 52-11-1, OPS CHECKED GOOD.									
5311 IXXA	728PL 45918	DOUG DC862				FRAME	CORRODED BS 133	23182	11/19/97 IXXA9800041
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE FUSELAGE FRAME AT FUSELAGE STATION 133 LONGERON 21 RIGHT. REPAIR ACCOMPLISHED BY CORROSION REMOVAL, FABRICATION AND INSTALLATION OF TWO NESTED ANGLE REPAIR DOUBLERS IN ACCORDANCE WITH FAA PER APPROVED C88-R31 AND ENGINEERING ORDER 53-DC8-767.									
5311 IXXA	728PL 45918	DOUG DC862				FRAME	CORRODED BS 270	23182	10/24/97 IXXA9800019
DURING ROUTINE DCHECK INSPECTION, CORROSION WAS FOUND ON THE FUSELAGE FRAME SPLICE AT FUSELAGE STATION 270 BETWEEN LONGERONS 24 AND 25 LEFT. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF A REPAIR FILLER, AND NESTED REPAIR ANGLES IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R32 AND ENGINEERING ORDER 53-DC8-768.									
5311 IXXA	823BX 46064	DOUG DC871F				FRAME	WORN BS 1160	2851	1/15/98 IXXA9800037
DURING ROUTINE C-CHECK INSPECTION, FOUND EXCESS WEAR WAS DETECTED ALONG THE LOWER AFT CARGO COMPARTMENT CUT OUT, ALONG FRAME AT FUSELAGE STATION 1160 BETWEEN LONGERONS 35 LEFT AND 35 RIGHT. REPAIR ACCOMPLISHED BY FABRICATION AND INSTALLATION A REPAIR DOUBLER IN ACCORDANCE WITH FAA PER APPROVED DRAWING COO-8-53-049098 AND ENGINEERING ORDER 53-DC8-789.									
5312 IXXA	728PL 45918	DOUG DC862				BULKHEAD PANEL	CRACKED BS 133/148	23182	11/19/97 IXXA9800024
DURING ROUTINE D-CHECK INSPECTION, A CRACK WAS FOUND ON THE PRESSURE BULKHEAD PANEL BETWEEN FUSELAGE STATIONS 133 AND 148. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF FILLER, NESTED ANGLE DOUBLERS AND FINGER DOUBLER IN ACCORDANCE WITH FAA PER APPROVED DRAWING C88-R29, C88-R29, C88-30 AND ENGINEERING ORDER 53-DC8-766.									

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5312 IXXA	728PL 45918	DOUG DC862				BULKHEAD DOUBLER	CORRODED BS 188		10/3/97 23182 IXXA9800009
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE PRESSURE BULKHEAD FINGER DOUBLER BETWEEN FUSELAGE STATION 188 AN 208. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER, ONE EXTERNAL REPAIR DOUBLER, AND TWO INTERNAL REPAIR DOUBLERS IN ACCORDANCE WITH FAA PER APPROVED DRAWING C88-R12 AND ENGINEERING ORDER 53-DC8-757.									
5313 IPXA	836UP 45936	DOUG DC873F				LONGERON	CORRODED BS 220-240		3/11/98 UPS98826441
INSPECTION TYPE:C/CK, FWD LOWER CARGO L36 CORRODED, STA 220 TO 240. REMOVED CORROSION, REMOVED LONGERON BOTH HALVES AND LOCATED AND DRILLED NEW LONGERON HALVES IAW DC8 SRM 51 1 8, 53 2 0, 51 1 24, AND INSTALLED IAW DC8 SRM 51 1 20D.									
5313 IPXA	803UP 46073	DOUG DC873F				LONGERON 3648666	CORRODED BS 35-70		4/14/98 UPS98826469
INSPECTION TYPE-D, LONGERON 27R EXFOLIATED FS 35 TO 70. REMOVED AND REPLACED LONGERON IAW SRM 51-1-21.									
5314 IXXA	728PL 45918	DOUG DC862				WEB	CRACKED BS 971		7/29/97 23182 IXXA9800010
DURING ROUTINE D-CHECK INSPECTION, FOUND A TEE ANGLE CRACKED ON THE CENTER KEEL BEAM WEB BETWEEN FUSELAGE STATION 971 AND 980. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND TWO ANGLE DOUBLERS IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R08 AND ENGINEERING ORDER 53-DC8-753.									
5315 IXXA	728PL 45918	DOUG DC862				FLOORBEAM	CORRODED BS 1520		9/25/97 23182 IXXA9800026
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE FLOORBEAM AT STATION 1520, BUTT LINE 45.0 RIGHT. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF A REPAIR FILLER AND REPAIR ANGLE DOUBLERS IN ACCORDANCE WITH FAA PER APPROVED DRAWING C88-R26 AND ENGINEERING ORDER 53-DC8-518.									
5315 IPXA	803UP 46073	DOUG DC873F				FLOORBEAM	CORRODED BS 1520		3/20/98 UPS98826466
INSPECTION TYPE-D, FS 1520 FLOORBEAM FWD SIDE HAS HEAVY CORROSION ON TANG LBL 59. REPAIRED IAW DHC SK-803-070.									
5320 IXXA	823BX 46064	DOUG DC871F				SPLICE	CORRODED BS 440-460		1/14/98 2851 IXXA9800036
DURING ROUTINE C-CHECK INSPECTION, CORROSION WAS DETECTED ON LONGERON SPLICE 27 RIGHT BETWEEN FUSELAGE STATIONS 440.0 TO 460.0. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION A NEW LONGERON SPLICE FITTING IN ACCORDANCE WITH FAA PER APPROVED DRAWING COO-8-069-98 AND ENGINEERING ORDER 53-DC8-810.									
5320 IXXA	823BX 46064	DOUG DC871F				SPLICE	CRACKED BS 1350		1/28/98 2851 IXXA9800040
DURING ROUTINE C-CHECK INSPECTION, A CRACK LOCATED ON LONERON SPLICE FITTING 32 RIGHT AT FUSELAGE STATION 1350. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED FITTING, FABRICATION AND INSTALLATION AN NEW SPLICE FITTING IN ACCORDANCE WITH FAA PER APPROVED DRAWING C00-8-53-061-98 AND ENGINEERING ORDER 53-DC8-797.									
5320 IPXA	867UP 45967	DOUG DC873F				SUPPORT 9759429	CORRODED BS 1445-1540		3/27/98 UPS98826436
INSPECTION TYPE-C, CARGO PIT RT AFT FLOOR SUPPORT ANGLE HAS HEAVY CORROSION. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SUPPORT IAW SRM 51-1-21 AND DWG 9759429.									

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5320 IPXA	867UP 45967	DOUG DC873F				SUPPORT 9759429	CORRODED BS 1420-1480		3/27/98 UPS98826437
INSPECTION TYPE-C, CARGO PIT LT FLOOR SUPPORT ANGLE HAS MODERATE CORROSION FS 1420 TO 1480. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SUPPORT IAW SRM 51-1-21 AND DWG 9759429.									
5320 IPXA	867UP 45967	DOUG DC873F				SUPPORT 9759429	CORRODED BS 440-460		3/28/98 UPS98826438
INSPECTION TYPE-C, FLOORBOARD SUPPORT BETWEEN FS 440 TO 460 STR 33L CORRODED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT SUPPORT IAW SRM 51-1-21 AND DWG 9759429.									
5320 IPXA	803UP 46073	DOUG DC873F				SHEAR TIE 3755872505	CORROSION BS 320		3/30/98 UPS98826467
INSPECTION TYPE-D, SHEAR TIE FITTING FS 320 BETWEEN STR 30L TO 29L HAS CORROSION. REMOVED AND REPLACED FITTING IAW SRM 52-2-0.									
5320 IPXA	803UP 46073	DOUG DC873F				SHEAR TIE 3755822501	CRACKED BS 300		4/4/98 UPS98826468
INSPECTION TYPE-D, SHEAR TIE FITTING AT FS 300 BETWEEN L36 AND L-35L IS CRACKED AND CORRODED. REMOVED, FABRICATED AND INSTALLED REPLACEMENT FITTING IAW SRM 53-2-0.									
5330 IXXA	728PL 45918	DOUG DC862				PLATING	CORRODED BS 1120		11/26/97 23182 IXXA9800027
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE FUSELAGE EXTERNAL PLATING BETWEEN FUSELAGE STATIONS 1120 TO 1160, LONGERON 31 RIGHT. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA PER APPROVED DRAWING C88-R34 AND ENGINEERING ORDER 53-DC8-769.									
5330 IXXA	728PL 45918	DOUG DC862				PLATING	CORRODED BS 181		10/8/97 23182 IXXA9800028
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE FUSELAGE EXTERNAL PLATING AT FUSELAGE STATION 181 ABOVE LONGERON 31 LEFT. REPAIR ACCOMPLISHED BY REMOVING DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DOUGLAS STRUCTURAL REPAIR MANUAL 53-2-0, DAC FAX FILE NUMBER 350400 AND ENGINEERING ORDER 53-DC8-773.									
5330 ARWA	661AV 45969	DOUG DC863F				SKIN	CORRODED BS 640		4/14/98 ARWA980408
ON PREFLIGHT, FOUND EVIDENCE OF CORROSION AT APPROX FS 640 L 33 AND 34R. REMOVED CORROSION FOUND BEYOND LIMITS IAW SRM 53-2-0. REFER TO DOUGLAS MESSAGE MIS-ISC-0025/SHS. DEFERED TO C-CHECK.									
5330 IXXA	823BX 46064	DOUG DC871F				PLATING	CORRODED BS 650-780		1/15/98 2851 IXXA9800032
DURING ROUTE C-CHECK INSPECTION, CORROSION WAS FOUND ON THE FUSELAGE EXTERNAL PLATING BETWEEN FUSELAGE STATION 650 TO 780, LONGERONS 32 LEFT AND 32 RIGHT. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION A NEW SECTION OF SKIN, INTERNAL AND EXTERNAL REPAIR DOUBLERS AND A EXTERNAL REPAIR TRIPLER IN ACCORDANCE WITH FAA PER APPROVED DRAWING COO-8-53-057-98 AND ENGINEERING ORDER 53-DC8-793.									
5330 IPXA	806UP 46006	DOUG DC873F				SKIN	CORRODED BS 1200		4/2/97 UPS97822496
CORROSION FOUND IN BELLY SKIN AFT AT STA 1200. ALL DISCREPANCIES DEFERRED IAW GMM CHAP 3 AND FERRY PERMIT NR 9007 NO INTERIM ACTION REQUIRED AS PER CONCURRENCE FOR PERMIT. ENTERED AS D- 127570, ALL FERRY FLIGHT PROCEDURES HAVE BEEN C/W AND A/C IS IN SAFE OPS COND FOR FERRY FLT.									
5330 IPXA	803UP 46073	DOUG DC873F				SKIN	CRACKED BS 1600		4/1/98 UPS98826465
INSPECTION TYPE-D, SKIN CRACKED AND CORRODED AT SHEAR TIE UNDER FRAME FS 1600 BTWN LONG 25R AND 24R AFT ACCY COMPT. REPAIRED IAW DHC SK-803-679.									

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5512 IXXA	728PL 45918	DOUG DC862				PLATING	CORRODED LT HORZ STAB	7/20/97 23182	IXXA9800011
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE LEFT HORIZONTAL STABILIZER LEADING EDGE UPPER PLATING BETWEEN STATIONS XFS114 AND XFS178. REPAIR ACCOMPLISHED CORROSION REMOVAL, FABRICATION AND INSTALLATION OF INTERNAL FILLERS AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R22 AND ENGINEERING ORDER 55-DC8-513.									
5541 IXXA	728PL 45918	DOUG DC862				SPAR WEB	CORRODED RUDDER	73828 23182	10/5/97 IXXA9800018
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE RUDDER FRONT SPAR WEB DOUBLERS AT STATION ZR 163. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED DOUBLERS, FABRICATION AND INSTALLATION OF TWO NEW DOUBLERS IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R13 AND ENGINEERING ORDER 27-DC8-758.									
5542 IXXA	728PL 45918	DOUG DC862				PLATING	CORRODED RUDDER	7/22/97 23182	IXXA9800012
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE RUDDER EXTERNAL PLATING BETWEEN STATIONS ZR145 TO ZR150 RIGHT. REPAIR ACCOMPLISHED CORROSION REMOVAL, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R09 AND ENGINEERING ORDER 27-DC8-754.									
5711 IXXA	728PL 45918	DOUG DC862				SPAR CAP	CRACKED RT WING	10/17/97 23183	IXXA9800020
DURING ROUTINE D-CHECK INSPECTION, A CRACK WAS FOUND ON THE LOWER SPAR CAP STRAP AT STATION XW 475. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL REPAIR FILLER AND A REPAIR ANGLE IN ACCORDANCE WITH SERVICE REWORK DRAWING SR08570014 AND ENGINEERING ORDER 54-DC8-775									
5711 IXXA	728PL 45918	DOUG DC862				SPAR CAP	CORRODED WS 361	11/7/97 23182	IXXA9800013
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE RIGHT WING LOWER LEADING EDGE SPAR CAP TEE AT STATION XFS 361. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND A REPAIR DOUBLERS, AND TRIPLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R23 AND ENGINEERING ORDER 57-DC8-514.									
5712 IXXA	728PL 45918	DOUG DC862				RIB	CRACKED WS 255	10/17/97 23182	IXXA9800022
DURING ROUTINE D-CHECK INSPECTION, FOUND THE RIGHT WING LEADING EDGE RIB CRACKED AT STATION XFS 255. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF A REPAIR FILLER AND TWO REPAIR ANGLE DOUBLERS IN ACCORDANCE WITH FAA PER APPROVED DRAWING C88-R20 AND ENGINEERING ORDER 57-DC8-511.									
5713 IXXA	728PL 45918	DOUG DC862				LONGERON	CORRODED BS 866	10/22/97 23182	IXXA9800025
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON LONGERON ONE AT FUSELAGE STATION 866. REPAIR ACCOMPLISHED CORROSION REMOVAL, FABRICATION AND INSTALLATION OF TWO REPAIR ANGLE DOUBLERS IN ACCORDANCE WITH FAA PER APPROVED DRAWING C88-R24 AND ENGINEERING ORDER 53-DC8-515.									
5720 IXXA	823BX 46064	DOUG DC871F				FITTING 36540733	DAMAGED LT WING	2/4/98 2851	IXXA9800039
DURING ROUTINE C-CHECK INSPECTION, FOUND LEFT WING NUMBER FIVE SPOILER HINGE FITTING CRACKED. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED FITTING, FABRICATION AND INSTALLATION NEW HINGE FITTING IN ACCORDANCE WITH DAC DRAWING 3654073 AND ENGINEERING ORDER 27-DC8-799.									
5720 IPXA	836UP 45936	DOUG DC873F				FITTING	CORRODED CENTER WING	3/13/98 UPS98826440	
INSPECTION TYPE:C/CK CORROSION ON CENTER WING SPAR FITTING FUSELAGE STATION 855 INSIDE LEFT HAND WHEEL WELL BELOW UPPER CORNER. REMOVED CLIP, DRILLED AND INSTALLED NEW ONE IAW DC8 SRM 57 2 3, THIS CLIP INSTALLED WITH -3 DOUBLER AFTER CORROSION REMOVAL IAW DC8 SRM 51 1 8, 51 1 20D, AND 51 3 0.									

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5720 IPXA	867UP 45967	DOUG DC873F				DOUBLER	CRACKED LT WING LE		3/27/98 UPS98826442
INSPECTION TYPE:C LT WING L/E SKIN DOUBLER ABOVE THE NR 1 PYLON IS CRACKED. REMOVED AND REPLACED INTERNAL AND EXTERNAL REPAIR DOUBLERS IAW SRM 57-2-1A AND 51-1-20D.									
5730 IXXA	728PL 45918	DOUG DC862				PLATING	CRACKED WS 20	23182	8/1/97 IXXA9800033
DURING ROUTINE D-CHECK INSPECTION, A CRACK WAS FOUND ON THE RIGHT WING UPPER EXTERNAL PLATING AT STATION XRS 20 STRINGER 17. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH DOUGLAS ROD SKETCH 97-07-31-009, ACTION LETTER 340049/340132 AND ENGINEERING ORDER 57-DC8-772.									
5730 IXXA	728PL 45918	DOUG DC862				PLATING	CRACKED LT WING	23182	7/23/97 IXXA9800006
DURING ROUTINE D-CHECK INSPECTION, A CRACK WAS FOUND ON THE LEFT WING LOWER LEADING EDGE PLATING AT STATION XFS 595. REPAIR ACCOMPLISHED STOP DRILLING ENDS OF CRACK, FABRICATION AND INSTALLATION OF AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R03 AND ENGINEERING ORDER 57-DC8-529.									
5730 IXXA	728PL 45918	DOUG DC862				PLATING	CRACKED RT WING	23182	11/3/97 IXXA9800015
DURING ROUTINE D-CHECK, A CRACK WAS FOUND ON THE RIGHT WING UPPER LEADING EDGE EXTERNAL PLATING, TWELVE INCHES OUTBOARD OF THE NUMBER THREE PYLON. REPAIR WAS ACCOMPLISHED BY STOP DRILLING THE CRACK, FABRICATION AND INSTALLATION OF AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R19 AND ENGINEERING ORDER 57-DC8-510.									
5730 IXXA	728PL 45918	DOUG DC862				PLATING	CRACKED RT WING	23182	11/3/97 IXXA9800014
DURING ROUTINE D-CHECK INSPECTION, A CRACK WAS FOUND ON THE RIGHT WING UPPER LEADING EDGE EXTERNAL PLATING TWELVE INCHES OUTBOARD OF NUMBER THREE PYLON. REPAIR ACCOMPLISHED BY STOP DRILLING CRACK, FABRICATION AND INSTALLATION OF AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R19 AND ENGINEERING ORDER 57-DC8-510.									
5730 IXXA	728PL 45918	DOUG DC862				PLATING	CORRODED WS 291	23182	7/28/97 IXXA9800023
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE RIGHT WING LEADING EDGE UPPER PLATING AT STATION XFS 291. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION OF INTERNAL FILLERS AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA PER APPROVED DRAWING C88-R18 AND ENGINEERING ORDER 57-DC8-509.									
5730 IXXA	728PL 45918	DOUG DC862				PLATING	CORRODED LT WING	23182	10/15/97 IXXA9800007
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE LEFT HAND WING UPPER EXTERNAL PLATING BETWEEN STATIONS XRS 693 AND XFS 772.5 BETWEEN STRINGERS 2 AND 6. REPAIR ACCOMPLISHES CORROSION REMOVAL OF AFFECTED AREAS, FABRICATION AND INSTALLATION OF INTERNAL FILLERS AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R17 AND ENGINEERING ORDER 57-DC8-762.									
5730 IXXA	728PL 45918	DOUG DC862				PLATING	CORRODED LT WING	23182	9/27/97 IXXA9800021
DURING ROUTINE D-CHECK INSPECTION, CORROSION WAS FOUND ON THE LEFT WING EXTERNAL UPPER PLATING AT STATION XRS 22.5. REPAIR ACCOMPLISHED CORROSION REMOVAL, FABRICATION AND INSTALLATION OF AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA PER APPROVED DRAWING C88-R14 AND ENGINEERING ORDER 57-DC8-759.									
5730 IXXA	823BX 46064	DOUG DC871F				PLATING	CRACKED WS 415-422	2851	2/4/98 IXXA9800038
DURING ROUTINE C-CHECK INSPECTION, A CRACK WAS DETECTED ON LEFT WING LOWER LEADING EDGE BETWEEN STATIONS XS415 AND 422. REPAIR ACCOMPLISHED BY REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA PER APPROVED DRAWING C00-8-070-98 AND ENGINEERING ORDER 57-DC8-805.									

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5753 IXXA	728PL 45918	DOUG DC862				PLATING	GOUGED RT TE FLAP	7/28/97 23182	IXXA9800008
DURING ROUTINE D-CHECK INSPECTION, FOUND THE RIGHT HAND OUTBOARD FLAP UPPER PLATING GOUGED AT STATION XF 226. REPAIR ACCOMPLISHED REMOVAL OF DAMAGED AREA, FABRICATION AND INSTALLATION AN INTERNAL FILLER AND AN EXTERNAL REPAIR DOUBLER IN ACCORDANCE WITH FAA DER APPROVED DRAWING C88-R05 AND ENGINEERING ORDER 27-DC8-531.									
7200 CKSA	809CK 45803	DOUG DC8F55				ENGINE	FIRE NR 2	4/16/98 CKSA98261	
NR 2 ENG FIRE WARNING CAME ON DURING DESCENT. AFTER SHUTDOWN LIGHT WENT OUT, THEN CAME BACK ON WITH BELL SEVERAL MINUTES LATER. DISCHARGED ONE FIRE BOTTLE, LIGHT REMAINED ON. FIRED REMAINING BOTTLE, LIGHT REMAINED ON UNTIL AFTER LANDING THEN WENT OUT. REMOVED AND REPLACED BOTH FIRE BOTTLES ON LEFT WING IAW MM 26-4-1, OPS CHECK GOOD.									
7532 TC8A	181SK 45910	DOUG DC862	PWA JT3D3B			PRBC VALVE	DIRTY NR 2 ENGINE	4/17/98 TC8A98019	
NR 2 ENGINECOMPRESSOR STALL DURING TAKEOFF, REJECTED TAKEOFF AT 95 KTS. INSPECTED, CLEANED AND LUBED NR 2 PRBC VALVE. PERFORMED HIGH POWER RUN IAW 71-00.									
2131 HALA	420EA 47689	DOUG DC951				CONTROLLER 10256852	FAILED COCKPIT	4/5/98 HALA9800085	
FLT 561 - HNL - CABIN ALTITUDE INDICATES BELOW SEA LEVEL WHEN CABIN PRESSURE CONTROL IS SET TO SEA LEVEL. CABIN PRESSURE CLIMB RAPIDLY ON TOUCH DOWN. REMOVED AND REPLACED CABIN PRESSURE CONTROLLER, PRESSURIZATION AND LEAK CHECK GOOD. (M)									
2560 GTIA	934ML 47526	DOUG DC931				SLIDE	LOOSE RT EMER EXIT DR	4/2/98 GTIA9800037	
THE RIGHT EXIT DOOR ESCAPE SLIDE FELL OUT OF THE CASING. INSTALLED COVERS ON RIGHT EMERGENCY ESCAPE SLIDE IAW DC-9 MM 25-61-0. (M)									
2560 MWEA	209ME 47730	DOUG DC932				DOOR SLIDE 591769037	FELL OFF GALLEY DOOR	4/17/98 MWEA98487	
THE GALLEY DOOR SLIDE FELL OFF. MTC REINSTALLED GALLEY DOOR SLIDE.									
2560 MWEA	502ME 48132	DOUG DC932				SLIDE COVER 591769037	FELL OFF GALLEY DOOR	4/17/98 MWEA98486	
THE GALLEY DOOR EMERGENCY DOOR SLIDE COVER FELL OFF. MTC REINSTALLED GALLEY SLIDE COVER.									
2560 ASAA	961AS 53075	DOUG DC983				LANYARD C37030105	BROKEN L1 DOOR	2/13/97 ASAA9780029	
RNO - PRIOR TO DEPARTURE OF FLT 613, CREW REPORTED THE L1 DOOR EMERGENCY EVACUATION SLIDE DEPLOY LANYARD WAS BROKEN. REPLACED THE DEPLOY LANYARD AND INSPECTED THE SLIDE AND COVER FOR SECURITY. (M)									
2565 NWAA	920RW 47163	DOUG DC931				EVAC SLIDE 113317	LOW PRESSURE GALLEY DOOR	59188 1158	3/29/97 9706649960
DURING LINE MAINTENANCE INSPECTION, FOUND GALLEY DOOR EVACUATION SLIDE BOTTLE PRESSURE, TO BE LOW. REPLACED SLIDE.									
2565 NWAA	787NC 48149	DOUG DC951				EVAC SLIDE 13621228	LOW PRESSURE TAIL CONE	19753 113	3/30/97 9706659878
DURING LINE MAINTENANCE INSPECTION, FOUND TAIL EVACUATION SLIDE BOTTLE PRESSURE LOW. REPLACED SLIDE.									
2810 NWAA	987US 47458	DOUG DC932				PANELS	LEAKING FUEL LT WING	3/31/97 9706739987	
EN ROUTE HOU-DTW, A FUEL IMBALANCE WAS INDICATED ON GAUGES WITH UNMATCHED FUEL BURN VERSUS FUEL REMAINING. FLIGHT DIVERTED TO MEM AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND PANELS ON TOP OF LEFT WING, LEAKING FUEL. TIGHTENED PANELS. AIRCRAFT RETURNED TO SERVICE.									

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2910 ABXA	930AX 47363	DOUG DC933F				LINE	RUPTURED RT MLG WW		4/15/98 ABXA9800360
RIGHT HYDRAULIC FLUID QUANTITY DROPPED TO 0. REPAIRED HYDRAULIC LINE AT THE AUXILIARY PUMP FILTER, OPS CHECKED GOOD IAW DC9 MM.									
3010 NWAA	90S 47244	DOUG DC931				T-DUCT	CRACKED RT WING		4/20/98 9806929931
DURING APPROACH, SLAT DISAGREEMENT LIGHT ILLUMINATED WITH ROLL TO THE RIGHT. CREW RECYCLED SLATS WITH SAME RESULTS. FLIGHT WAS RETURNED TO DTW AND LANDED WITHOUT INCIDENT USING FLAPS ONLY. MAINTENANCE FOUND THE RIGHT SLAT BINDING DUE TO RIGHT ANTI-ICE T-DUCT CRACKED. REPLACED THE DUCT, OPERATIONAL CHECK NORMAL.									
3230 NWAA	8934E 47143	DOUG DC931				RETRACT MECH	MALFUNCTIONED NLG		3/28/97 9706759998
DURING APPROACH INTO MSP, NOSE LANDING GEAR GREEN DOWNLOCK LIGHT DID NOT ILLUMINATE AFTER GEAR EXTENSION. CREW EXECUTED GO-AROUND AND UTILIZED EMERGENCY GEAR EXTENSION PROCEDURES ON SECOND APPROACH. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED LANDING GEAR CONTROL VALVE, BUNGEE CYLINDER, CHECK VALVES, AND TWO-WAY RESTRICTORS IN WHEEL WELL CEILING. OPERATIONAL CHECK NORMAL ON GEAR CYCLE. AIRCRAFT RETURNED TO SERVICE.									
3230 NWAA	761MC 47709	DOUG DC951				RETRACT MECH	MALFUNCTIONED NLG		3/1/97 9706769852
AFTER TAKEOFF, NOSE GEAR WOULD NOT RETRACT AND RED UNSAFE LIGHT REMAINED ILLUMINATED. FOLLOWED COCKPIT OPERATING MANUAL PROCEDURE AND RECYCLED GEAR. UNSAFE LIGHT REMAINED ILLUMINATED. FLIGHT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE SERVICE GEAR PER MM 32-21-2. GEAR OPERATION WAS CHECKED SEVERAL TIMES. OPERATIONAL CHECK OK.									
3230 HALA	673MC 47726	DOUG DC951				GRD SHIFT CONTL	OUT OF ADJUST LANDING GEAR		3/25/98 HALA9800072
FLT 530 - HNL - A/C WAS UNABLE TO RETRACT LANDING GEAR AFTER TAKEOFF. SUSPECT GROUND SHIFT FAILURE. A/C MADE AN UNEVENTFUL LANDING IN HNL. ADJUSTED GROUND SHIFT CONTROL MECHANISM, PER M/M 32-231. (M)									
3230 NWAA	301RC 448054	DOUG DC982				RETRACT MECH	LACK OF LUBE NLG		5/27/97 9710629301
ON TAKEOFF UPON GEAR RETRACTION, NOSE GEAR RED LIGHT DID NOT EXTINGUISH. RECYCLED GEAR AND ALL INDICATIONS WERE NORMAL. FLIGHT CONTINUED TO MSP AND LANDED WITHOUT INCIDENT. MAINTENANCE LUBRICATED AND CYCLED GEAR, OPERATIONAL CHECK OK.									
3233 NWAA	965N 47417	DOUG DC931				ACTUATOR 39132445501	FAILED NLG	56952 1185	6/2/97 9710639915
ON TAKEOFF AFTER GEAR RETRACTION, NOSE WHEEL GEAR UNSAFE LIGHT REMAINED ON. PERFORMED COCKPIT OPERATING MANUAL PROCEDURE. FLIGHT RETURNED TO MIA. ALL INDICATIONS WERE NORMAL FOR GEAR DOWN. FLIGHT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED NOSE GEAR RETRACT CYLINDER, OPERATIONAL CHECK OK.									
3233 ASAA	976AS 53452	DOUG DC983				ACTUATOR 59370365505	FAILED RT MLG		2/10/97 ASAA9780027
LAX - AIR TURN BACK OF FLIGHT 557 - CREW REPORTED THE RT MLG UNSAFE LIGHT AND THE GEAR DOOR OPEN LIGHT WOULD NOT EXTINGUISH. ACCOMPLISHED CHECK LIST AND CYCLED GEAR, LIGHTS EXTINGUISHED AFTER APPROXIMATELY 10 MINUTES. LANDED WITHOUT INCIDENT. FOUND RIGHT MLG RETRACT CYLINDER BYPASSING INTERNALLY. REPLACED RT MLG RETRACT CYLINDER. ACCOMPLISHED RETRACTION/EXTENSION TEST AND OPERATED NORMALLY. (M)									
3260 NWAA	1798U 47369	DOUG DC931				DOWNLOCK SWITCH	MALFUNCTIONED NLG		3/28/97 9706749938
DURING APPROACH INTO AUS, NOSE LANDING GEAR GREEN DOWNLOCK LIGHT DID NOT ILLUMINATE AFTER GEAR EXTENSION. CREW REQUESTED EMERGENCY EQUIPMENT ON STANDBY AS A PRECAUTION. AIRCRAFT LANDED WITHOUT INCIDENT. MAINTENANCE REPLACED NOSE GEAR DOWNLOCK SWITCH. OPERATIONAL CHECK NORMAL. AIRCRAFT LANDED WITHOUT INCIDENT.									

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3260 ABXA	982AX 47317	DOUG DC932				SWITCH 7000010101	DEFECTIVE LT MLG		4/17/98 ABXA9800358
WHEN LANDING GEAR WAS PLACED DOWN, THREE GREEN LIGHTS AND THE GEAR DOOR OPEN LIGHT REMAINED ON. REPLACED MAIN LANDING GEAR DOOR POSITION SWITCH.									
3260 NWAA	763NC 47716	DOUG DC951				BULB	FAILED LDG GEAR DOOR		6/2/97 9710619854
ON TAKEOFF ROLL, GEAR DOOR OPEN LIGHT ILLUMINATED AND REMAINED ON WITH GEAR UP AND GEAR DOWN. FLIGHT RETURNED TO DTW AND LANDED WITHOUT INCIDENT. MAINTENANCE FOUND FAULTY BASE ON GEAR DOOR OPEN INDICATOR BULB. REPLACED BULB.									
3260 HALA	674MC 47735	DOUG DC951				PROX SENSOR	FAILED NLG		4/5/98 HALA980089
FLT 564 - HNL - NOSE GEAR UNSAFE LIGHT CAME ON DURING CRUISE (UPLATCH CHECK OK RT HYD PUMP ON HIGH OR LOW HAD NO CHANGE). UPON LOWERING GEAR, LIGHT (RED) STAYED ON AND NO GREEN NOSE LANDING GEAR LIGHT CAME ON. CYCLED GEAR HAD ON CHANGE. THEN AFTER APPROX 15 SECONDS GREEN LIGHT CAME ON WITH NO RED. REMOVED AND REPLACED NOSE GEAR SENSOR. OPS CHECK OK PER MM 32-00, GEAR SWING, INDICATION CHECK OK. (M)									
3260 CALA	72821 49481	DOUG DC982				SENSOR	INOPERATIVE NLG		4/15/98 CALA9800659
THE AIRCRAFT HAD A BRIEF HISTORY OF THE NOSE GEAR UNSAFE LIGHT REMAINING ILLUMINATED AFTER TAKEOFF. CYCLING THE GEAR WOULD EXTINGUISH THE LIGHT. THE NOSE GEAR LOCK SENSOR WAS REMOVED AND REPLACED IAW MM 32-60-05, PAGES 216-220. THE NOSE GEAR WAS SWUNG WITH OPERATION AND INDICATIONS CHECKING NORMAL.									
3350 NWAA	8906E 45747	DOUG DC914				BATTERY PACK	DISCHARGED CABIN		4/16/98 9806719163
DURING LINE CHECK, FOUND OVERHEAD EMERGENCY LIGHTS INOPERATIVE IN MID CABIN. MAINTENANCE REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	8928E 45865	DOUG DC931				POWER SUPPLY	INOPERATIVE CABIN		4/16/98 9806679949
DURING LINE MAINTENANCE INSPECTION, FOUND FLOOR PROXIMITY EMERGENCY ESCAPE PATH LIGHTS IN TAILCONE AREA INOPERATIVE. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.									
3350 TWAA	989Z 47135	DOUG DC931				POWER SUPPLY 6011779LB	INOPERATIVE LT NACELLE		5/14/97 TWAA9760001
STL - FLT 333 - DURING LAYOVER MAINTENANCE CHECKED, LEFT EMERGENCY NACELLE LIGHT WOULD NOT ILLUMINATE. REMOVED AND REPLACED POWER SUPPLY, MFG P/N 60-1177-9LB, MANUFACTURED BY GRIMES AEROSPACE CO. OPS CHECK NORMAL. (M)									
3350 ABXA	923AX 47165	DOUG DC931				BATTERY 14597101	DISCHARGED CABIN		6/3/97 ABXA9701108
EMERGENCY LIGHTS WOULD NOT COME ON. REPLACED EMERGENCY LIGHT BATTERIES.									
3350 NWAA	9333 47246	DOUG DC931				BATTERIES	DISCHARGED CABIN		4/19/98 9806829969
DURING LINE MAINTENANCE INSPECTION, FOUND FORWARD SECTION OF MID CABIN EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES IN POWER SUPPLY, OPERATIONAL CHECK NORMAL.									
3350 NWAA	9333 47246	DOUG DC931				BATTERIES	DISCHARGED CABIN		4/19/98 9806839969
DURING LINE MAINTENANCE INSPECTION, FOUND BOTH VENTRAL STAIR EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERIES IN POWER SUPPLY, OPERATIONAL CHECK NORMAL.									

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3350	8979E	DOUG				BATTERIES	DISCHARGED		3/28/97
NWAA	47328	DC931					TAIL CONE		9706709994
	DURING LINE MAINTENANCE INSPECTION, FOUND TAILCONE EMERGENCY TRACK LIGHTS AND RELEASE HANDLE LIGHTS INOPERATIVE. REPLACED BATTERIES AND POWER SUPPLY AND REPAIRED BROKEN CONTROL WIRE. OPERATIONAL CHECK NORMAL.								
3350	9342	DOUG				POWER SUPPLY	INOPERATIVE		3/28/97
NWAA	47391	DC931				60030451	CABIN		9706669978
	DURING PERIODIC CHECK, FOUND TAIL COMPARTMENT CATWALK AND RELEASE HANDLE EMERGENCY LIGHTS INOPERATIVE. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.								
3350	8986E	DOUG				POWER SUPPLY	INOPERATIVE		3/30/97
NWAA	47402	DC931				60030451	CABIN		9706679993
	EMERGENCY LIGHTS BETWEEN ROWS 14 AND 17, INOPERATIVE. REPLACED BATTERIES AND POWER SUPPLY. OPERATIONAL CHECK NORMAL.								
3350	8986E	DOUG				POWER SUPPLY	INOPERATIVE		3/30/97
NWAA	47402	DC931				60030451	CABIN		9706689993
	EMERGENCY LIGHTS, AT ROWS 14 THROUGH 17, AND RIGHT AFT OVERWING, INOPERATIVE. REPLACED POWER SUPPLY. OPERATIONAL CHECK NORMAL.								
3350	8986E	DOUG				FUSE	FAILED		3/29/97
NWAA	47402	DC931					CABIN		9706699993
	DURING LINE MAINTENANCE INSPECTION, FOUND RIGHT AFT OVERWING EMERGENCY EXIT LIGHTS AND EMERGENCY LIGHTS AT ROWS 14, 15, 16, AND 17, INOPERATIVE. REPLACED FUSE. OPERATIONAL CHECK NORMAL.								
3350	964N	DOUG				BATTERY PACK	DISCHARGED		3/28/97
NWAA	47416	DC931					CABIN		9706629914
	DURING LINE MAINTENANCE INSPECTION, FOUND AFT CABIN FLOOR PROXIMITY AND AIRSTAIR EMERGENCY LIGHTS INOPERATIVE. REPLACED BATTERY AND FUSE. OPERATIONAL CHECK NORMAL.								
3350	611NA	DOUG				FUSE	BLOWN		3/31/97
NWAA	47435	DC932					CABIN		9706729611
	DURING LINE MAINTENANCE INSPECTION, FOUND AFT CABIN EMERGENCY LIGHTS AND AFT WALL MOUNTED EXIT SIGN LIGHT, INOPERATIVE. REPLACED FUSE. OPERATIONAL CHECK NORMAL.								
3350	611NA	DOUG				BATTERY PACK	DISCHARGED		4/19/98
NWAA	47435	DC932					CABIN		9806849611
	DURING LINE MAINTENANCE INSPECTION, FOUND AFT CABIN EMERGENCY ESCAPE PATH LIGHTS INOPERATIVE. REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.								
3350	925US	DOUG				BATTERY PACK	DISCHARGED		3/30/97
NWAA	47472	DC932				6011779	NACELLE		9706639925
	DURING LINE MAINTENANCE INSPECTION, FOUND BOTH EXTERIOR NACELLE EMERGENCY LIGHTS INOPERATIVE. REPLACED BOTH BATTERY PACKS. OPERATIONAL CHECK NORMAL.								
3350	986US	DOUG				BATTERY PACK	DISCHARGED		4/15/98
NWAA	47480	DC932					CABIN		9906689986
	DURING LINE MAINTENANCE INSPECTION, FOUND TAILCONE OVERHEAD EMERGENCY LIGHT DIM. REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.								
3350	930AX	DOUG				BATTERY PACK	DISCHARGED		4/20/98
ABXA	47363	DC933F				41B004AD07G3	CABIN		ABXA9800361
	COCKPIT EMERGENCY LIGHTS WERE DIM. REPLACED BATTERY PACK.								

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3350 NWAA	756NW 47180	DOUG DC941				BATTERY	DISCHARGED CABIN		4/20/98 9806959756
DURING LINE CHECK, FOUND OVERHEAD EMERGENCY EXIT LIGHTS IN FIRST CLASS CABIN AREA DIM WHEN OPERATED. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	756NW 47180	DOUG DC941				BATTERY	INOPERATIVE CABIN		4/15/98 9806699756
FLIGHT ATTENDANT REPORTED THE EMERGENCY FLASHLIGHT, RIGHT SIDE, INOPERATIVE. MAINTENANCE REPLACED THE BATTERY. OPERATIONAL CHECK NORMAL.									
3350 ABXA	965AX 47498	DOUG DC941				BATTERY PACK 41B004AD07G3	DISCHARGED CABIN		4/20/98 ABXA9800362
EMERGENCY LIGHTS WERE WEAK. REPLACED BATTERY PACK.									
3350 NWAA	675MC 47651	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		4/18/98 9806869880
DURING LINE CHECK, FOUND CEILING EMERGENCY LIGHTS AT SEAT ROWS 21 AND 23 INOPERATIVE. MAINTENANCE REPLACED BATTERY PACK, OPERATIONAL CHECK NORMAL.									
3350 NWAA	670MC 47659	DOUG DC951				BATTERY	DISCHARGED CABIN		4/19/98 9806859882
DURING LINE CHECK, FOUND LEFT AND RIGHT FORWARD OVERWING EMERGENCY EXIT LIGHTS INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 NWAA	768NC 47729	DOUG DC951				CONNECTOR	LOOSE CABIN		4/16/98 9806729859
DURING LINE CHECK, FOUND EMERGENCY LIGHTING REMAINED ILLUMINATED WITH EMERGENCY LIGHT SWITCH IN THE 'OFF' POSITION. MAINTENANCE RECONNECTED CONNECTOR AT FORWARD SERVICE DOOR BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 HALA	674MC 47735	DOUG DC951				POWER SUPPLY 60030451	INOPERATIVE CABIN		3/31/98 HALA9800076
FLT 113 - HNL - EMERGENCY LIGHT CEILING ROW 3-4 OUT. REMOVED AND REPLACED BATTERIES, POWER SUPPLY, OPERATIONAL CHECK GOOD. (M)									
3350 NWAA	774NC 47776	DOUG DC951				BATTERY PACK	DISCHARGED CABIN		4/15/98 9806709865
DURING LINE CHECK, FOUND EMERGENCY LIGHTS INOPERATIVE IN COCKPIT AND AT FORWARD ENTRANCE. MAINTENANCE REPLACED BATTERY PACK. OPERATIONAL CHECK NORMAL.									
3350 NWAA	314RC 49110	DOUG DC982				BATTERY	DISCHARGED CABIN		4/19/98 9806879311
DURING LINE CHECK, FOUND BOTH AFT OVERWING EMERGENCY EXIT SIGNS INOPERATIVE. MAINTENANCE REPLACED BATTERIES, OPERATIONAL CHECK NORMAL.									
3350 AALA	291AA 49303	DOUG DC982				LIGHT	DEFECTIVE CABIN		3/29/98 AALA980641
DFW - DURING OVERNIGHT MAINTENANCE, THE FORWARD FLIGHT ATTENDANT STATION PORTABLE EMERGENCY FLASHLIGHT WAS INOPERATIVE. REPLACED PORTABLE EMERGENCY FLASHLIGHT AT FORWARD FLIGHT ATTENDANT STATION. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	447AA 49473	DOUG DC982				WIRE	LOOSE CABIN		3/30/98 AALA980643
BOS - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT FLOOR PATH LIGHTING FROM PASSENGER SEAT ROWS 20 THROUGH 26 INOPERATIVE. RESECURED DISCONNECTED WIRE ON EMERGENCY EXIT FLOOR PATH LIGHT STRIP SEAT ROW 20. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 ASAA	940AS 49825	DOUG DC982				LIGHT 1001191	DEFECTIVE CABIN	3/2/97	ASAA9780039
SEA - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WOULD NOT TURN OFF. REPLACED THE LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3350 ASAA	946AS 49658	DOUG DC983				BATTERIES 014597101	DISCHARGED CABIN	3/1/97	ASAA9780038
SEA - DURING MAINTENANCE CHECK, THE FORWARD PORTABLE EMERGENCY LIGHT WAS FOUND INOPERATIVE. REPLACED THE BATTERIES AND OPERATED NORMALLY. (M)									
3350 ASAA	968AS 53016	DOUG DC983				WIRING	DISCONNECTED CABIN	3/4/97	ASAA9780040
ONT - PRIOR TO DEPARTURE OF FLIGHT 531, CREW REPORTED THE EMERGENCY FLOOR TRACK LIGHTS FROM ROWS 21 TO 24 WERE INOPERATIVE. RECONNECTED WIRING AT ROW 24 AND OPERATED NORMALLY. (M)									
3350 ASAA	949AS 53022	DOUG DC983				WIRING	DISCONNECTED CABIN	2/27/97	ASAA9780036
SEA - PRIOR TO DEPARTURE OF FLIGHT 700, CREW REPORTED THE EMERGENCY FLOOR TRACK LIGHTS IN THE FORWARD CABIN WERE INOPERATIVE. RECONNECTED WIRING AT LIGHT ASSEMBLY AND OPERATED NORMALLY. (M)									
3510 NWAA	9340 47389	DOUG DC931				OXYGEN PANEL 292617EA1	OVERHEATED COCKPIT	45308 2587	4/20/98 9806989976
DURING CLIMBOUT AT 12,000 FEET, A LOUD POP WAS HEARD FOLLOWED BY SMOKE COMING FROM OVERHEAD OF COCKPIT JUMPSEAT AT OXYGEN CONTROL PANEL. FLIGHT CREW DECLARED AN EMERGENCY AND THE AIRCRAFT WAS RETURNED TO DLH. LANDING WAS UNEVENTFUL. MAINTENANCE FOUND OBSERVER'S OXYGEN CONTROL PANEL LIGHT PLATE OVERHEATED. REPLACED PANEL, OPERATIONAL CHECK NORMAL.									
4930 NWAA	611NA 47435	DOUG DC932				SEAL	LEAKING APU	41621 995	4/19/98 9806789611
DURING CRUISE FLIGHT, APU OIL PRESSURE LOW LIGHT CAME ON AND APU SHUT DOWN. CROSSTIE RELAY WAS ON MEL. FLIGHT CREW RETURNED TO DEPARTURE AIRPORT. MAINTENANCE FOUND OIL LEAK AT FUEL CONTROL GARLOCK SEAL AND REPLACED SEAL. MAINTENANCE ALSO REPLACED AC BUS CONTROL PANEL. GROUND RUN AND CROSSTIE OPERATION NORMAL AND NO OIL LEAKS NOTED.									
5210 CALA	33506 47765	DOUG DC932				STIFFENER	CRACKED MAIN CABIN DOOR	5/20/97	CALA9700817
INSPECTION FOUND A 1.5 INCH CRACK BETWEEN FORWARD TWO LIGHTENING HOLES OF THE BOTTOM ROW OF MAIN CABIN DOOR STIFFENER. A NEW STIFFENER AND FILLER WERE INSTALLED IAW SRM 51-30-2.									
5210 NWAA	670MC 47651	DOUG DC951				SEAL	LOOSE DOOR 1R	4/16/98	9806739880
DURING TAKEOFF, HEARD NOISE AND FELT VIBRATION FROM GALLEY DOOR. AIRCRAFT RETURNED OT MSP AND LANDED WITHOUT INCIDENT. UPON MAINTENANCE INSPECTION, FOUND 8 INCHES OF WHITE RUBBER INTERIOR DOOR LINING TRIM LOOSE AND PROTRUDING FROM THE TOP OF DOOR 1R. INSPECTED AND FOUND NO DAMAGE TO AIRCRAFT. REMOVED LOOSE TRIM, OK TO CONTINUE SERVICE.									
5210 ASAA	951AS 49111	DOUG DC982				MECHANISM	LACK OF LUBE L1 DOOR	1/28/97	ASAA9780016
PDX - AFTER ARRIVAL OF FLIGHT 355, CREW REPORTED THE L1 DOOR WAS DIFFICULT TO OPERATE. LUBED DOOR MECHANISM AND OPERATED NORMALLY. (M)									
5210 ASAA	931AS 49232	DOUG DC982				DOOR	OUT OF ADJUST L1 DOOR	2/3/97	ASAA9780021
SEA - AFTER ARRIVAL OF FLIGHT 367 - CREW REPORTED, THE L1 DOOR CATCHES DURING OPENING. ADJUSTED L1 DOOR AND OPERATED NORMALLY. (M)									

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5210 CALA	72830 49490	DOUG DC982				BRACKET	CRACKED PAX DOOR		4/16/98 CALA9800672
INSPECTION FOUND A .5 INCH CRACK IN MAIN CABIN DOOR BRACKET FORWARD OF DOOR HANDLE MECHANISM. THE BRACKET WAS REMOVED AND A NEW BRACKET WAS INSTALLED IAW SRM 51-30-1, -2, AND -5.									
5210 CALA	72830 49490	DOUG DC982				BEAM	CRACKED PAX DOOR		4/17/98 CALA9800681
INSPECTION FOUND A 1 INCH CRACK IN NR 1 BEAM OF MAIN CABIN DOOR. THE MAIN CABIN DOOR NR 1 BEAM WAS REMOVED AND REPLACED IAW SRM 51-30-2 AND 51-30-5.									
5210 ASAA	958AS 53024	DOUG DC983				HOLD OPEN HOOK 4928806501	DEFECTIVE L1 DOOR		2/5/97 ASAA9780024
SEA - PRIOR TO DEPARTURE OF FLT 457 - CREW REPORTED, THE L1 DOOR WAS DIFFICULT TO LATCH OPEN. REPLACED THE HOLD OPEN HOOK ASSEMBLY AND OPERATED NORMALLY. (M)									
5210 ASAA	975AS 53451	DOUG DC983				HOLD OPEN LATCH	LACK OF LUBE L1 DOOR		2/16/97 ASAA9780031
SEA - PRIOR TO DEPARTURE OF FLT 721, CREW REPORTED THE L1 DOOR HOLD OPEN LATCH IS DIFFICULT TO RELEASE. LUBED THE HOLD OPEN LATCH MECHANISM AND OPERATED NORMALLY. (M)									
5230 MWEA	205ME 47601	DOUG DC932				TEE FITTING S1414813	CORRODED CARGO DOOR		4/1/97 MWEA97243
FOUND FWD CARGO DOOR NR 4 TEE FITTING WITH MILD CORROSION, RADIUS AREA UPPER PORTION OF FITTING. MAINTENANCE REPLACED THE DAMAGED TEE FITTING IAW SRM 52-01.									
5230 MWEA	205ME 47601	DOUG DC932				TEE FITTING S1414813	CORRODED CARGO DOOR		4/1/97 MWEA97244
FOUND NR 5 TEE FITTING FWD CARGO DOOR WITH EXFOLIATION CORROSION. MAINTENANCE REPLACED THE CORRODED TEE FITTING WITH NEW IAW SRM 52-01.									
5230 MWEA	205ME 47601	DOUG DC932				ANGLE	CRACKED CARGO DOOR		4/1/97 MWEA97260
FOUND FWD CARGO DOOR LOWER ANGLE CRACKED BY FWD INTERCOSTAL, BETWEEN BEAM 1 AND THE ANGLE. MAINTENANCE REPLACED DAMAGED ANGLE IAW SRM 52-01.									
5240 CALA	17543 45789	DOUG DC932				BEAM	CRACKED R-1 DOOR		4/14/98 CALA9800662
INSPECTION FOUND A 4 CRACK IN R-1 DOOR INTERIOR FORWARD NR 2 BEAM. THE CRACK WAS STOP DRILLED IAW SRM 52-05, FIGURE 25. A J-ANGLE, FITTING, AND SHIMS WERE FABRICATED AND INSTALLED IAW SRM 52-05, FIGURE 25 AND 51-10-3.									
5240 CALA	77827 49487	DOUG DC982				ANGLE	CORRODED SERVICE DOOR		4/15/98 CALA9800665
INSPECTION FOUND ATTACH ANGLE AT TOP OF SLIDE ON FORWARD SERVICE DOOR CORRODED. THE ANGLE WAS REPLACED IAW SRM 51-10-2.									
5240 CALA	72830 49490	DOUG DC982				DOOR BEAM	CRACKED SERVICE DOOR		4/15/98 CALA9800669
INSPECTION FOUND A 1.4 CRACK IN FORWARD END OF NR 4 FORWARD SERVICE DOOR BEAM. THE BEAM WAS REMOVED AND A NEW ONE WAS INSTALLED IAW SRM 51-30-2.									
5280 CALA	83873 49121	DOUG DC982				PAN	CRACKED LT MLG DOOR		3/25/97 CALA9700446
INSPECTION FOUND, A 2.5 CRACK IN LT MLG INBOARD DOOR AT OUTBOARD AFT CORNER IN PAN AT DOOR LIP. THE CRACK WAS STOP DRILLED. A DOUBLER WAS INSTALLED IAW SRM 52-05, PAGE 152A AND 51-30-2.									

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5311 GAIA	564PC 47062	DOUG DC915F				FRAME 99582022	CRACKED BS 544		3/22/98 GAIA9831
DURING B-CHECK INSPECTION FOR AD 73-09-02 A CRACK WAS DISCOVERED ON THE RIGHT FUSELAGE FRAME AT STATION 544 JUST BELOW THE FLOOR LINE. FRAME WAS REPAIRED IAW DC-9 SB 53-117. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5311 GTIA	969ML 47268	DOUG DC931				FRAME	CRACKED BS 737		3/31/98 GTIA9800039
OKC - AIRCRAFT UNDERGOING A C-CHECK INSPECTION, THE FRAME AT STATION 737 WAS FOUND CRACKED IN THE LOWER POCKET OF THE FITTING. (M)									
5311 GTIA	969ML 47268	DOUG DC931				FRAME	CRACKED BS 737		3/31/98 GTIA9800041
OKC - AIRCRAFT UNDERGOING A C-CHECK INSPECTION, THE FRAME AT STATION 737 RIGHT SIDE WAS FOUND CRACKED IN THE LOWER POCKET OF THE FITTING. (M)									
5311 GTIA	969ML 47268	DOUG DC931				FRAME	CRACKED BS 699		3/31/98 GTIA9800038
OKC - AIRCRAFT UNDERGOING A C-CHECK INSPECTION, THE FRAME AT STATION 699 RIGHT SIDE OF FUSELAGE WAS FOUND CRACKED IN THE LOWER POCKET OF THE FITTING. (M)									
5311 ABXA	944AX 47550	DOUG DC931		DOUG		FRAME 9919617502N	CRACKED BS 699		4/14/98 ABXA9800349
DURING C-CHECK, FOUND FUSELAGE MAIN FRAME STATION 699 RIGHT SIDE CRACKED AT UPPER INBOARD FORWARD AND AFT FLANGES AT THE TRACK ZEE CLIPS ATTACHMENTS. REPLACED MAIN FRAME IAW DC9 SB 53-131 AND ABX REA D953-23181-MR.									
5311 ABXA	944AX 47550	DOUG DC931		DOUG		FRAME 9919617501N	CRACKED BS 699		4/14/98 ABXA9800348
DURING C-CHECK, FOUND FUSELAGE MAIN FRAME STATION 699 LEFT SIDE CRACKED AT UPPER INBOARD AFT FLANGE AT THE TRACK ZEE CLIP ATTACHMENT. REPAIRED FRAME IAW ABX REA D953-23208-MR.									
5311 ABXA	944AX 47550	DOUG DC931		DOUG		FRAME 9919619506N	CRACKED BS 737		4/14/98 ABXA9800346
DURING C-CHECK, FOUND FUSELAGE MAIN FRAME STATION 737 RIGHT SIDE CRACKED AT THE INBOARD FLANGE AFT SIDE AT THE TRACK ZEE CLIP ATTACHMENT. REPAIRED FRAME IAW ABX REA D953-23210 MR.									
5311 MWEA	205ME 47601	DOUG DC932				FRAME 591016373	CORRODED BS 980		4/1/97 MWEA97252
FOUND HEAVY CORROSION, BEHIND RT LAV TANK ATTACH BRACKETS, AT FS 980 ON THE FRAME. MAINTENANCE SPLICED IN A NEW SECTION OF FRAME IAW SRM 53-03 FIG 14.									
5311 MWEA	212ME 47701	DOUG DC932				FRAME 9912246115	CHAFED BS 1038		4/15/98 MWEA98443
EXTERIOR FUSELAGE THE FRAME FUSELAGE STATION 1038 WAS FOUND DEEPLY CHAFED AND CORRODED. BLENDED CORROSION, FABRICATED AND INSTALLED REPAIR STRAP USING APPROVED DATA.									
5311 CALA	33506 47765	DOUG DC932				BELTFRAME	CRACKED BS 1143		5/30/97 CALA9700818
INSPECTION FOUND A 2 INCH CRACK IN BELTFRAME AT STA 1143 ON LT SIDE AT TAIL CONE INTERIOR RELEASE HANDLE. DOUBLERS WERE FABRICATED AND INSTALLED IAW SRM 53-01.									
5311 ABXA	968AX 47499	DOUG DC941				FRAME 99234091	CRACKED BS 737		3/22/97 ABXA9700430
FOUND CRACK, FRAME STA 737, LEFT SIDE. REPLACED MAIN FRAME IAW DC9 SB 53-131.									

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5311 ABXA	968AX 47499	DOUG DC941				FRAME 99234091	CRACKED BS 737		3/22/97 ABXA9700431
FOUND CRACK, FRAME STA 737 RIGHT. REPAIRED FRAME IAW ABX REA D95318861.									
5311 CALA	83873 49121	DOUG DC982				BELTFRAME	CRACKED BS 1446		3/24/97 CALA9700452
INSPECTION FOUND, FOUR 1 INCH CRACKS IN CANTED BELTFRAME AT STA 1446, LONGERONS 3R AND 4R. A NEW SECTION OF BELTFRAME WAS INSTALLED IAW SRM 51-30-2 AND 51-30-5.									
5311 CALA	83873 49121	DOUG DC982				BELTFRAME	CRACKED BS 1446		3/24/97 CALA9700451
INSPECTION FOUND, EIGHT 1 INCH CRACKS IN CANTED BELTFRAME AT STA 1446, LONGERONS 3L TO 6L. A NEW SECTION OF BELTFRAME WAS INSTALLED IAW SRM 51-30-2 AND 51-30-5.									
5311 CALA	77827 49487	DOUG DC982				BELTFRAME	CORRODED BS 1231		4/17/98 CALA9800666
INSPECTION FOUND AFT CARGO COMPARTMENT BELTFRAME CORRODED AT STA 1231, LONGERON 29L - 29R. THE CORRODED AREA WAS REMOVED AND A REPAIR WAS INSTALLED IAW SRM 53-03, FIGURE 24.									
5311 CALA	77827 49487	DOUG DC982				BELTFRAME	CRACKED BS 1418		4/15/98 CALA9800664
INSPECTION FOUND TWO 1 INCH CRACKS IN BELTFRAME AT STA 1418, LONGERON 2L AND 2R. AN UPPER FRAME SPLICE REPAIR WAS INSTALLED IAW SRM 53-03, FIGURE 32.									
5312 MWEA	600ME 45727	DOUG DC9				PLUG DOOR	CRACKED AFT PRES BLKHD		3/31/97 MWEA97229
DURING INSPECTION, FOUND AFT PRESSURE BULKHEAD PLUG DOOR CRACKED IN OUTER EDGE PAN RADIUS, APPROX 2.25 INCHES IN LENGTH. MAINTENANCE REPAIRED PLUG DOOR IAW SRM 52-05 FIG 21.									
5312 MWEA	22ME 47701	DOUG DC932				BULKHEAD ANGLE 991556117	CORRODED BS 996		4/17/98 MWEA98460
THE 996 BULKHEAD LOWER TEE ANGLE WAS FOUND CORRODED. REMOVED AND REPLACED TEE ANGLE.									
5312 CALA	83873 49121	DOUG DC982				BULKHEAD	CRACKED BS 1463		3/24/97 CALA9700450
INSPECTION FOUND, THREE CRACKS IN LOWER FORWARD AREA OF CANTED BULKHEAD, AT STA 1463. THE CRACKS WERE .5 INCH TO 1.5 INCH LONG. A WEB WAS INSTALLED IAW SRM 51-30-05.									
5313 ABXA	923AX 47165	DOUG DC931			DOUG	LONGERON 591141585	CRACKED BS 699/718/737		4/14/98 ABXA9800354
DURING C-CHECK, FOUND LONGERON 5R CRACKED AT STATION 699, 718 AND 737. REPAIRED LONGERON IAW DC9 SRM 53-02.									
5313 MWEA	205ME 47601	DOUG DC932				LONGERON 3913291	CRACKED BS 560		4/1/97 MWEA97245
FOUND LONGERON 28L SPLICE CRACKED, AT FS 560. MAINTENANCE REPLACED LONG SPLICE IAW SRM 53-01.									
5313 MWEA	205ME 47601	DOUG DC932				LONGERON	CORRODED BS 446-550		4/1/97 MWEA97242
FOUND AREAS OF LIGHT CORROSION IN RIVET CHANNEL OF LONG 28R, FS 446 - 550. INSTALLED LONGERON IAW SRM 53-02 FIG 5.									

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5313 MWEA	205ME 47601	DOUG DC932				LONGERON 3920595	CRACKED BS 560-579		4/1/97 MWEA97246
FOUND LONGERON 28R HAS CRACK IN AFT SECTION, BETWEEN STA 560 AND 579. MAINTENANCE INSTALLED A NEW LONGERON IAW SRM 51-30-5.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 2777922	CORRODED BS 945-996		4/17/98 MWEA98459
LONGERON 23 RIGHT WAS FOUND CORRODED FROM FUSELAGE STATION 945 TO 996. MTC REMOVED OLD PART FABRICATED AND INSTALLED REPLACEMENT LONGERON.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 5911415	DAMAGED FUSELAGE		4/20/98 MWEA98491
LONGERON 2 RIGHT HAS A SECTION TRIMMED OFF BY UPPER ANTI COLLISION MOUNT. MTC REMOVED DAMAGED SECTION OF LONGERON FABRICATED AND INSTALLED REPLACEMENT LONGERON SECTION.									
5313 MWEA	212ME 47701	DOUG DC932				LONGERON 5911415	DAMAGED FUSELAGE		4/20/98 MWEA98490
LONGERON 3 RIGHT HAS A SECTION TRIMMED OFF BY UPPER ANTI COLLISION LIGHT MOUNT. MTC REMOVED DAMAGED SECTION OF LONGERON FABRICATED AND INSTALLED REPLACEMENT LONGERON SECTION.									
5313 ABXA	955AX 47619	DOUG DC941				LONGERON 27779225	CRACKED BS 1152		6/4/97 ABXA9701110
DURING C-CHECK, FOUND LONGERON 13R AT STA 1152 CRACKED AND CORRODED. REPLACED LONGERON SECTION IAW DC9 51-30-2.									
5313 CALA	77827 49487	DOUG DC982				LONGERON	CRACKED BS 1418		4/17/98 CALA9800678
INSPECTION FOUND A 1 INCH CRACK IN LONGERON 2R AND 2L AT STA 1418. THE AREAS WERE REPAIRED IAW SRM 53-02-18.									
5320 ABXA	923AX 47165	DOUG DC931			DOUG	DOUBLER 591141253	CORRODED BS 389		4/14/98 ABXA9800353
DURING C-CHECK, FOUND ANTENNA INTERNAL DOUBLER STATION 389 CORRODED BEYOND LIMITS. REPLACED DOUBLER IAW DC9 SRM 51-30-2 AND 51-30-5.									
5320 ABXA	907AX 47203	DOUG DC931				ANGLE 591046423	CRACKED BS 650		3/25/97 ABXA9700436
DURING C-CHECK, FOUND CENTER WING FLOOR SUPPORT ANGLE, STA 650 CRACKED. REPLACED ANGLE IAW DC9 SRM.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	INTERCOSTAL 99577099N	CORRODED BS 945-965		4/14/98 ABX9800352
DURING C-CHECK, FOUND INTERCOSTAL CORRODED AT STATION 945-965 AND LONGERON 29R. REPLACED INTERCOSTAL IAW DC9 SRM 51-30-52.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	ANGLE 991008711	CRACKED BS 1168		4/14/98 ABXA9800350
DURING C- CHECK, FOUND INTERCOSTAL ANGLE CRACKED AT CANTED FRAME STATION 1168, 6 O'CLOCK POSITION. REPLACED INTERCOSTAL ANGLE IAW DC9 SRM 51-30-1.									
5320 ABXA	944AX 47550	DOUG DC931			DOUG	WEB 99101516	CORRODED BS 617-639		4/14/98 ABXA9800351
DURING C-CHECK, FOUND THE UNDERSIDE OF CUSP WEB AT STA 617-639 RT SIDE CORRODED BEYOND LIMITS. REPLACED CUSP WEB IAW DC9 SRM 51-30-2.									
5320 NWAA	987US 47458	DOUG DC932				FITTING	CRACKED BS 996		5/21/97 9710679987
DURING M-CHECK, FOUND CRACK IN LONGERON 23R END FITTING FS 996. REPLACED FITTING PER SRM 51-30-2.									

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5320 MWEA	MWEA 47601	DOUG DC932				ANGLE	CORRODED BS 980-996		4/1/97 MWEA97248
FOUND THE RIGHT CUSP PREVIOUS REPAIR HAS LIGHT CORROSION AT FS 980-996. MAINTENANCE REPLACED THE SPLICED ANGLE IAW SRM 53-05 FIG 25.									
5320 MWEA	205ME 47601	DOUG DC932				ANGLE	IMPROPER REPAIR BS 980		4/1/97 MWEA97249
FOUND AFT FUSELAGE CUSP ANGLE SECTION, AT FS 980 LEFT SIDE, HAS IMPROPER PREVIOUS STRUCT REPAIR. MAINTENANCE SPLICED A NEW SECTION OF ANGLE IAW SRM 53-05 FIG 25.									
5320 MWEA	205ME 47601	DOUG DC932				DOOR JAMB	CORRODED BS 1080-1150		4/1/97 MWEA97235
VENTRAL DOOR JAMB LEFT SIDE WITH HEAVY CORROSION, FROM FS 1080-1150. MAINTENANCE FABRICATED NEW JAMB OUT OF 7075-0 040 HEAT TREATED IAW 51-10-2A AND INSTALLED IAW SRM 51-30.									
5320 MWEA	205ME 47601	DOUG DC932				FITTING 3924809	CORRODED BS 604		4/1/97 MWEA97247
FOUND LONGERON, 30 END CLIP AT STA 604, HAS MODERATE CORROSION. MAINTENANCE INSTALLED A NEW FITTING IAW SRM 51-30-5.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL 9958232	DAMAGED BS 937-945		4/17/98 MWEA98470
AN INTERCOSTAL AT LONGERON 26 RIGHT LOCATED FROM FUSELAGE STATION 937 TO 945 HAS DOUBLE DRILLED HOLES. MTC REMOVED DAMAGED PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5320 MWEA	212ME 47701	DOUG DC932				DOUBLER	CORRODED BS 996		4/15/98 MWEA98441
AN INTERNAL DOUBLER WAS FOUND CORRODED AT FUSELAGE STATION 996 LONGERON 23 LEFT. MTC REMOVED OLD DOUBLER FABRICATED AND INSTALLED REPLACEMENT DOUBLER USING APPROVED DATA.									
5320 MWEA	212ME 47701	DOUG DC932				SHEAR TIE 5910130	CRACKED BS 996		4/17/98 MWEA98462
A SHEAR TIE WAS FOUND CRACKED AT FUSELAGE STATION 996. MTC REMOVED OLD SHEAR TIE AND INSTALLED NEW SHEAR TIE.									
5320 MWEA	212ME 47701	DOUG DC932				FITTING 39148671	CORRODED BS 996		4/17/98 MWEA98457
DURING SKIN REPLACEMENT LONGERON 25 RIGHTS END FITTING AT FUSELAGE STATION 996 WAS FOUND CORRODED. REMOVED AND REPLACED FITTING.									
5320 MWEA	212ME 47701	DOUG DC932				DOUBLER 5914558	CORRODED BS 965		4/17/98 MWEA98458
THE DOUBLER LOCATED AT LONGERON 22 LEFT JUST FORWARD OF FRAME STATION 965 IS CORRODED. REMOVED AND REPLACED DOUBLER.									
5320 MWEA	212ME 47701	DOUG DC932				FITTING 9915561	CORRODED AFT FUSELAGE		4/17/98 MWEA98461
THE AFT JACK POINT FITTING IS CORRODED. REMOVED AND REPLACED AFT JACK FITTING.									
5320 MWEA	212ME 47701	DOUG DC932				SPLICE 9915561	CORRODED BS 996		4/17/98 MWEA98463
THE WEB SPLICE AT FUSELAGE STATION 996 IS CORRODED THROUGH. MTC REMOVED OLD SPLICE OBTAINED NEW SPLICE AND INSTALLED SPLICE.									

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5320 MWEA	212ME 47701	DOUG DC932				JAMB PAN 5912528	CORRODED CARGO DOORWAY		4/17/98 MWEA98464
THE AFT CARGO DOOR CUTOUT JAMB PAN WAS FOUND CORRODED AROUND THE LOWER AREA. MTC REMOVED DAMAGED SECTION INSTALLED REPAIR SECTION USING APPROVED DATA.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL 9958227	MISMANUFACTURED BS 907		4/17/98 MWEA98466
INTERCOSTAL AT FUSELAGE STATION 907 FROM LONGERON 29R TO 28R IS OF THE WRONG INTERCOSTAL THICKNESS. REMOVED OLD PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROACH DATA.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL 9958231	DAMAGED BS 897-937		4/17/98 MWEA98467
THE INTERCOSTAL LOCATED ON LONGERON 29 RIGHT FROM FUSELAGE STATION 897 TO 937 WAS IMPROPERLY MADE. MTC REMOVED OLD PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL 9958232	DAMAGED BS 889-897		4/17/98 MWEA98468
AN INTERCOSTAL AT LONGERON 25R AT FUSELAGE STATION 889 TO 897 HAS DOUBLE DRILLED HOLES. REMOVED DAMAGED PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL 9958232	DAMAGED BS 937--945		4/17/98 MWEA98469
AN INTERCOSTAL AT LONGERON 25 RIGHT AT FUSELAGE STATION 937 TO 945 HAS DOUBLE DRILLED HOLES. REMOVED DAMAGED PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5320 MWEA	212ME 47701	DOUG DC932				INTERCOSTAL 9958232	DAMAGED BS 962		4/17/98 MWEA98465
THE INTERCOSTAL AT FS 926 BETWEEN LONGERON 28R AND 29R HAS ELONGATED FASTENER HOLES. MTC REMOVED OLD PART FABRICATED AND INSTALLED REPLACEMENT PART USING APPROVED DATA.									
5320 CALA	33506 47765	DOUG DC932				ANGLE	CRACKED BS 983-996		5/15/97 CALA9700813
INSPECTION FOUND A 3 INCH CRACK WITH CORROSION IN FUSELAGE TO FLOOR ANGLE AT STA 983 TO 996, LONGERON 19R. THE CORRODED SECTION WAS REMOVED, FILLER AND UPPER AND LOWER ANGLE DOUBLERS WERE INSTALLED IAW SRM 53-05, FIGURE 25, SHEET 1.									
5320 CALA	33506 47765	DOUG DC932				BEAM	CRACKED FUSELAGE		5/17/97 CALA9700815
INSPECTION FOUND A .5 INCH CRACK IN BEAM FORWARD OF SERVICE DOOR. REPAIRED IAW SRM 53-05.									
5320 CALA	33506 47765	DOUG DC932				CIRCUMFERENTIAL	CRACKED BS 294		5/16/97 CALA9700819
INSPECTION FOUND FOUR 1 INCH CRACKS IN CIRCUMFERENTIAL AT STA 294. THE CRACKS WERE LOCATED AT LONGERONS 27R, 30R, 28L, AND 29L. REPAIRS WERE PERFORMED IAW SRM 51-30-00.									
5320 NWAA	761NC 47709	DOUG DC951				FITTING	CORRODED BS 975		5/26/97 9710659752
DURING L-CHECK, FOUND CORROSION ON CUSP FITTING FS 975 LEFT SIDE. REPLACED FITTING PER SRM 51-30-1 AND 51-30-5.									
5320 NWAA	761NC 47709	DOUG DC951				FITTING	CORRODED BS 965		5/24/97 9710669752
DURING L-CHECK, FOUND CORROSION ON CUSP FITTING FS 965 LEFT SIDE. REPLACED FITTING PER SRM 51-30-1 AND 51-30-5.									

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5320 CALA	83873 49121	DOUG DC982				ANGLE	CRACKED DORSAL FIN		3/25/97 CALA9700447
INSPECTION FOUND, A 1 INCH CRACK IN OUTER LEFT DORSAL FIN ATTACH ANGLE ON VERTICAL LEG. A 1 INCH CRACK WAS ALSO FOUND IN INNER LEFT DORSAL FIN ATTACH ANGLE. NEW ATTACH ANGLES WERE INSTALLED IAW ECRA 5340-01290.									
5320 CALA	83873 49121	DOUG DC982				ANGLE	CORRODED CARGO COMPT		3/28/97 CALA9700448
INSPECTION FOUND, CORROSION AROUND HI SHEARS ON MID CARGO BIN Z-ANGLE. THE Z-ANGLE WAS REMOVED AND A NEW Z-ANGLE WAS INSTALLED IAW SRM 51-30.									
5320 CALA	83873 49121	DOUG DC982				JAMB	CORRODED CARGO DOOR		3/24/97 CALA9700453
INSPECTION FOUND, FORWARD CARGO DOOR LOWER JAMB PAN CORRODED. THE CORRODED AREA OF DOOR JAMB PAN WAS TRIMMED OUT AND A REPAIR WAS INSTALLED IAW ECRA 5310-03452.									
5320 AALA	203AA 49145	DOUG DC982				CUSP	CORRODED BS 162		1/31/97 AALA970270
TUL - FOUND CORROSION ON BOTTOM OF CUSP, AROUND G-1 GALLEY DRAIN PAN CONNECTION. INSTALLED BONDED DOUBLER REPAIR PER SRM 53-01, FIG 4, SHEET 3. (M)									
5320 AALA	203AA 49145	DOUG DC982				THRESHOLD	CORRODED BS 118-200		1/31/97 AALA970313
TUL - FOUND CORROSION ALONG THRESHOLD INSIDE FORWARD SERVICE DOOR AREA BETWEEN STATION 118 AND STATION 200, L-18. LOWER PANE AND LOWER THRESHOLD PLATE REPLACED WITH NEW PART SRM 51-00. (M)									
5320 AALA	203AA 49145	DOUG DC982				BRACKET 5913830501	BROKEN BS 1485		2/4/97 AALA970304
TUL - PULLEY BRACKET JUST FORWARD OF WALKWAY HINGE ON LEFT SIDE IS BROKEN. REMOVED AND REPLACED BRACKET. (M)									
5320 AALA	203AA 49145	DOUG DC982				FITTING 5936722501	CRACKED BS 984		1/31/97 AALA970306
TUL - TWO INCH CRACK IN FITTING INBOARD OF INBOARD FLAP INBOARD HINGE. INSTALLED NEW MANUFACTURED PART.									
5320 CALA	77827 49487	DOUG DC982				JAMB	CORRODED BAGGAGE DOOR		4/14/98 CALA9800663
INSPECTION FOUND MID BAG BIN LOWER DOOR JAMB CORRODED. REPAIRED IAW SRM 53-05, FIGURE 63.									
5320 CALA	77827 49487	DOUG DC982				JAMB	CORRODED BAGGAGE DOOR		4/17/98 CALA9800667
INSPECTION FOUND AFT BAG BIN LOWER DOOR JAMB CORRODED. REPLACED WITH A NEW Z-ANGLE BEAM IAW SRM 51-30-2 AND 51-30-3.									
5320 CALA	72830 49490	DOUG DC982				PAN	CORRODED STA 370-427		4/15/98 CALA9800668
INSPECTION FOUND LOWER PAN SECTION OF FORWARD BAG BIN DOOR OPENING CORRODED AT STA 370-427. A LOWER PAN SPLICE REPAIR WAS INSTALLED IAW SRM 53-05, FIGURE 44.									
5320 CALA	72830 49490	DOUG DC982				JAMB	CRACKED BS 370-427		4/14/98 CALA9800661
INSPECTION FOUND A 3 INCH CRACK IN FORWARD BAG BIN LOWER DOOR JAMB BEAM AT STA 370-427. A BEAM WAS INSTALLED IAW SRM 51-30-2 AND 51-30-5.									

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5330 GAIA	562PC 47012	DOUG DC915F				SKIN 99211601	CRACKED BS 389-408		3/27/98 GAIA9833
DURING INSPECTION OF PSE 53.09.021 WHILE AIRCRAFT WAS IN C-CHECK A CRACK WAS FOUND AT THE WINDOW CUTOUT BETWEEN STATION 389 AND 408 AND TWO CRACKS WERE FOUND AT THE WINDOW CUTOUT BETWEEN STATION 604 AND 623. A TEMPORARY REPAIR WAS PERFORMED ON THE SKIN IAW BOEING LETTER SEQUENCE 9808139 DATED MARCH 11, 1998. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5330 GAIA	562PC 47012	DOUG DC915F				SKIN 5920323	DENTED BS 285-307		3/27/98 GAIA9834
DURING C-CHECK INSPECTION, FOUND A TEMPORARY REPAIR ON THE FUSELAGE SKIN BETWEEN LONGERON 22R AND 18R FROM FUSELAGE STATION 285 TO 307. THE DAMAGE WAS REPAIRED IAW KITTY HAWK EA D9-53-054. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5330 GAIA	562PC 47012	DOUG DC915F				SKIN 5911411	DENTED BS 185-200		3/27/98 GAIA9835
DURING C-CHECK INSPECTION, FOUND A TEMPORARY REPAIR ON THE FUSELAGE SKIN BETWEEN LONGERON 20R AND 22R FROM FUSELAGE STATION 185 TO 200. THE DAMAGE WAS REPAIRED IAW KITTY HAWK EA D9-53-055. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5330 GAIA	562PC 47012	DOUG DC915F				SKIN 5921764	DENTED BS 332-408		3/27/98 GAIA9836
DURING C-CHECK INSPECTION, FOUND 2 TEMPORARY REPAIRS ON THE FUSELAGE SKIN BELOW THE MAIN CARGO DOOR BETWEEN LONGERON 18L AND 19L FROM FUSELAGE STATION 332 TO 408. THE DAMAGE WAS REPAIRED IAW KITTY HAWK EA D9-53-056. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5330 GAIA	562PC 47012	DOUG DC915F				SKIN 99115351	CRACKED BS 604-623		3/27/98 98ZZM452
DURING INSPECTION OF PSE 53.09.021 WHILE AIRCRAFT WAS IN C-CHECK A CRACK WAS FOUND AT THE WINDOW CUTOUT BETWEEN STATION 389 AND 408 AND TWO CRACKS WERE FOUND AT THE WINDOW CUTOUT BETWEEN STATION 604 AND 623. A TEMPORARY REPAIR WAS PERFORMED ON THE SKIN IAW BOEING LETTER SEQUENCE 9808139 DATED MARCH 11, 1998. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									
5330 ABXA	944AX 47550	DOUG DC931		DOUG		SKIN 59114273	CRACKED BS 980		4/14/98 ABXA9800347
DURING C-CHECK, FOUND SKIN CRACKED ABOVE LONGERON 17L STATION 980. REPAIRED SKIN IAW ABX REA D953-23222 MR.									
5330 ABXA	982AX 47313	DOUG DC932				SKIN 5911426502	CRACKED BS 965		3/18/97 ABXA9700432
DURING C-CHECK, FOUND FUSELAGE SKIN, AT STA 965 LONGERON 13 TO 14 RIGHT, TO BE CRACKED AND TORN. REPAIR WAS ACCOMPLISHED IAW ABX REA D953-18818-MR.									
5330 ABXA	982AX 47317	DOUG DC932				SKIN 5911426501	CRACKED BS 965		3/18/97 ABXA9700433
FOUND THE FUSELAGE SKIN AT STA 965 LONGERON 13 AND 14 LEFT TO BE CRACKED AND TORN. REPAIRED AREA IAW ABX REA D953-18818-MR.									
5330 MWEA	205ME 47601	DOUG DC932				SKIN	INCORRECT REPAIR LT WING		4/1/97 MWEA97230
FOUND PREVIOUS SKIN REPAIR LEFT WING TO BE INCORRECT REPAIR ON OTBD T/E LOWER SKIN, ON FWD INBD CORNER. MAINTENANCE REMOVED AND REPLACED DAMAGED LWR SKIN IAW SRM 51-30-2.									
5330 MWEA	205ME 47601	DOUG DC932				SKIN	DENTED BS 541-560		4/1/97 MWEA97261
FOUND DENT IN FUSE SKIN, BETWEEN FS 541-560 BELOW LONGERON 23R. MAINTENANCE REPAIRED IAW SRM 53-04 FIG 38 VIEW E.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5330 MWEA	212ME 47701	DOUG DC932				SKIN	CORRODED FUSELAGE		4/15/98 MWEA98442
THE FUSELAGE SKIN WAS FOUND CORRODED, BULGING AND HAS RIVETS WITH PULLING HEADS. MTC BLENDED CORROSION AND FOUND SKIN OUT OF LIMITS. FABRICATED AND INSTALLED REPAIR DOUBLER USING APPROVED DATA.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN 59114273	CRACKED BS 980		4/15/98 MWEA98444
AT FUSELAGE STATION 980 LONGERON 16 RIGHT A SMALL CRACK WAS FOUND IN THE FUSELAGE SKIN. REPAIRED SKIN USING APPROVED DATA.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN 5911412191	DAMAGED BS 229-265		4/15/98 MWEA98445
FORWARD LOWER BELLY SKIN WAS DAMAGED DURING MAINTENANCE. THE SKIN WAS REMOVED FROM FS 229 TO FS 265 LONGERON 26L TO 26R, A REPLACEMENT SKIN WAS SPLICED IN USING APPROVED DATA.									
5330 MWEA	212ME 47701	DOUG DC932				SKIN	GOUGED BS 208		4/15/98 MWEA98439
FUSELAGE SKIN WAS FOUND GOUGED AT FUSELAGE STATION 208 LONG 18 RIGHT. MTC BLENDED GOUGE AND REPAIRED AREA USING APPROVED DATA.									
5330 CALA	33506 47765	DOUG DC932				SKIN	CRACKED BS 69		5/14/97 CALA9700814
INSPECTION FOUND A .625 INCH CRACK IN LT FUSELAGE SKIN AT STA 69 TWO FEET BELOW CUSP LINE. REPAIRED IAW SRM 53-01, FIGURE 4.									
5330 CALA	33506 47765	DOUG DC932				SKIN	CRACKED BS 200		5/23/97 CALA9700811
INSPECTION FOUND TWO PARALLEL SEMICIRCULAR CRACKS .25 INCH APART WITH 2 DIAMETERS IN RT FUSELAGE SKIN AT STA 200 SIX INCHES BELOW CUSP LINE. REPAIRED IAW SRM 53-04.									
5330 CALA	33506 47765	DOUG DC932				SKIN	CRACKED BS 63		5/14/97 CALA9700812
INSPECTION FOUND THREE .25 INCH CRACKS FROM TWO RIVETS IN LT FUSELAGE SKIN AT STA 63 TEN INCHES BELOW CUSP LINE. THE CRACKED AREAS WERE CUT OUT, A FILLER AND DOUBLER REPAIR WAS INSTALLED IAW SRM 53-04, FIGURE 38.									
5330 CALA	33506 47765	DOUG DC932				SKIN	CRACKED BS 58		5/14/97 CALA9700816
INSPECTION FOUND A 2 INCH CRACK AND TWO .5 INCH CRACKS IN LT FUSELAGE SKIN AT STA 58 TWELVE INCHES BELOW CUSP LINE. THE CRACKED AREA WAS CUT OUT, A REPAIR DOUBLER WAS INSTALLED IAW SRM 53-01, FIGURE 4.									
5330 CALA	77827 49487	DOUG DC982				SKIN	CRACKED BS 470-480		4/17/98 CALA9800679
INSPECTION FOUND LOWER FUSELAGE SKIN CRACKED FROM STA 470 TO 480 BETWEEN LONGERON 30 AND 29L. THE SKIN WAS REPAIRED IAW ECRA 5330-02655.									
5330 CALA	72830 49490	DOUG DC982				SKIN	CRACKED FUSELAGE		4/16/98 CALA9800671
THE FUSELAGE SKIN WAS FOUND CRACKED AT FORWARD LOWER VHF ANTENNA RT MOUNT HOLE. A REPAIR WAS INSTALLED IAW ECRA 5330-05230 AND A DIP WAS ISSUED TO INSTALL A PERMANENT REPAIR WITHIN 3600 FLIGHT CYCLES OR ONE YEAR, WHICHEVER COMES FIRST.									
5347 GAIA	562PC 47012	DOUG DC915F				SEAT TRACK S2914913	CORRODED BS 237		3/31/98 GAIA9832
DURING INSPECTION OF CORROSION TASK 58-53302 WHILE AIRCRAFT WAS IN C-CHECK LEVEL 2 CORRSION WAS FOUND ON A FLOOR SEAT TRACK AT FUSELAGE STATION 237 LBL 0. THE SEAT TRACK WAS REPAIRED IAW DC-9 SRM 53-05 FIG 4F. THE AIRCRAFT WAS RETURNED TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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5347 MWEA	205ME 47601	DOUG DC932				SEAT TRACK S2772660	CORRODED BS 945		4/1/97 MWEA97250
FOUND SEAT TRACK NR 2 WITH MODERATE CORROSION ON THE UNDERSIDE OF TANG, AT FS 945. MAINTENANCE SPLICED NEW SECTION OF SEAT TRACK IAW SRM 53-05 FIG 4F.									
5347 MWEA	205ME 47601	DOUG DC932				SEAT TRACK S2772660	WORN BS 960		4/1/97 MWEA97251
FOUND NR 1 SEAT TRACK INBD FLANGE WORN TO LIMITS AT FS 960. MAINTENANCE SPLICED NEW SECTION OF SEAT TRACK FROM FS 927-965 IAW SRM 53-05 FIG 4F.									
5350 NWAA	8986E 47402	DOUG DC931				RELEASE MECH	OUT OF ADJUST TAIL CONE		4/17/98 9806889993
DURING TAIL CONE FUNCTIONAL CHECK, FOUND THAT EXCESSIVE FORCE WAS REQUIRED TO DEPLOY TAIL CONE. RIGGED TAIL CONE DEPLOYMENT SYSTEM, FUNCTIONAL CHECK OK.									
5350 CALA	72830 49490	DOUG DC982				LATCHES	OUT OF ADJUST TAIL CONE		4/15/98 CALA9800670
THE FORCE REQUIRED TO RELEASE TAILCONE USING THE AFT ENTRANCE DOOR AND INTERIOR RELEASE HANDLES DURING DROP TEST, WAS EXCESSIVE. THE TAILCONE LATCHES WERE ADJUSTED AND LUBRICATED IAW MM 53-53-00.									
5400 MWEA	212ME 47701	DOUG DC932				ANGLE 99581399	CRACKED LT PYLON		4/20/98 MWEA98489
LEFT PYLON VERTICAL STIFFENER CRACKED FORWARD INBOARD CORNER OF ELECTRICAL CONNECTOR PANEL. MTC REMOVED CRACKED ANGLE FABRICATED AND INSTALLED REPLACEMENT ANGLE.									
5510 MWEA	205ME 47601	DOUG DC932				DOUBLER	CRACKED LT HORZ STAB		4/1/97 MWEA97239
FOUND LEFT HORIZ STAB UPPER STRINGER NR 4 CRACKED, AT STA XHS-15. MAINTENANCE REPAIRED THE CRACK IAW RM 55-02 FIG 16 AND DOUGLAS TELEX SVC MSP 0079 DLP.									
5510 MWEA	205ME 47601	DOUG DC932				DOUBLER	CRACKED LT HORZ STAB		4/1/97 MWEA97240
FOUND BOTTOM STRINGER NR 2 CRACKED, AT STA XHS-50 IN THE LEFT HORIZ STAB. MAINTENANCE REPAIRED THE CRACK IAW SRM 55-02 FIG 16.									
5510 MWEA	205ME 47601	DOUG DC932				DOUBLER	CRACKED LT HORZ STAB		4/1/97 MWEA97241
FOUND UPPER STRINGER NR 6 AND LOWER STRINGER NR 6 CRACKED, AT STA XHS-15 LEFT HORIZ STAB. MAINTENANCE REPAIRED THE UPPER AND LOWER STRINGER CRACKS IAW SRM 55-02 FIG 16.									
5510 MWEA	205ME 47601	DOUG DC932				DOUBLER	CRACKED LT HORIZ STAB		4/1/97 MWEA97238
FOUND LEFT HORIZ STAB LOWER STRINGER NR 5 CRACKED, AT STA XHS-15. MAINTENANCE REPAIRED THE CRACK IAW SRM 55-02 FIG 16.									
5510 MWEA	205ME 47601	DOUG DC932				STRINGER	CRACKED LT HORIZ STAB		4/1/97 MWEA97237
FOUND UPPER STRINGER NR 2 CRACKED AT STA XHS 204 IN THE LEFT HORIZ STAB. MAINTENANCE REPAIRED THE CRACK IAW SRM 55-02 FIG 16.									
5510 MWEA	205 47601	DOUG DC932				STRINGER	CRACKED LT HORIZ STAB		4/1/97 MWEA97236
FOUND THE LEFT HORIZ STAB UPPER STRINGER NR 1, CRACKED AT STA XHS 204. MAINTENANCE REPAIRED THE CRACK IAW SRM 55-02 FIG 16.									

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5511	205	DOUG				SPAR CAP	CORRODED		4/1/97
MWEA	47601	DC932				5918000	LT HORIZ STAB		MWEA97234
FOUND LT HORIZ STAB REAR SPAR UPPER TEE CAP FWD TANG, HAS SEVERE CORROSION AND A PREV BLENDOUT THAT IS BEYOND LIMITS AT XHS 190-200. MAINTENANCE REPLACED THE UPPER TEE CAP OF REAR SPAR, FROM XRS 140 TO OUTBOARD TIP IAW DOUG TELEX SVC MSP 0083 JMP DATE 01/27/97.									
5512	212ME	DOUG				PLATE	CORRODED		4/20/98
MWEA	47701	DC932				5912481	HORIZ STAB		MWEA98488
HORIZONTAL STABILIZE STRESSED PLATE SHOWS EVIDENCE OF CORROSION AND CHAFING. REMOVED OLD PLATE AND INSTALLED FABRICATED REPLACEMENT.									
5520	960AX	DOUG				HAT CHANNEL	CRACKED		11/21/96
ABXA	47762	DC941				5910411543	ELEVATOR		ABXA9700428
INNER HAT CHANNELS CRACKED. REPLACED 3 HAT CHANNELS IAW SRM 51-30-2.									
5522	205ME	DOUG				SKIN	DAMAGED		4/1/97
MWEA	47601	DC932					RT ELEVATOR		MWEA97256
FOUND RIGHT ELEV TOP SKIN WITH TWO HOLES PUNCTURED, APPROX 26 INCHES FROM OTBD END. MAINTENANCE REPAIRED THE DAMAGE IAW SRM 55-01 FIG 2 SHT 2.									
5523	960AX	DOUG				TAB	CORRODED		2/18/97
ABXA	47762	DC941				5910413503	ELEVATOR		ABXA9700429
SKIN CORROSION EXCEEDS SRM LIMITS. REPLACED ALL HONEYCOMB CORE, DOUBLERS AND SKIN.									
5530	969ML	DOUG				TIE FITTING	CRACKED		3/31/98
GTIA	47268	DC931					VERT STAB		GTIA9800040
OKC - AIRCRAFT UNDERGOING A C-CHECK INSPECTION, THE VERTICAL TIE FITTING ATTACHING THE VERTICAL TO THE FUSELAGE WAS FOUND CRACKED IN HALF. (M)									
5531	955AX	DOUG				RIB	CRACKED		6/4/97
ABXA	47619	DC941				991188410	VERT STAB		ABXA9701107
DURING C-CHECK, FOUND THE VERTICAL STABILIZER LEADING EDGE, 5TH RIB FROM BOTTOM CRACKED. REPAIRED RIB IAW DC9 SRM 51-30.									
5531	955AX	DOUG				RIB	CRACKED		6/4/97
ABXA	47619	DC941				9911883403	VERT STAB		ABXA9701111
DURING C-CHECK, FOUND VERTICAL STABILIZER LEADING EDGE 6TH RIB CRACKED. REPAIRED RIB IAW DC9 SRM 51-30-5.									
5531	955AX	DOUG				RIB	CRACKED		6/4/97
ABXA	47619	DC941				9911885403	VERT STAB		ABXA9701109
DURING C-CHECK, FOUND 4TH RIB FROM THE BOTTOM INSIDE THE VERTICAL STABILIZER LEADING EDGE CRACKED. REPAIRED RIB IAW DC9 SRM 51-30-5.									
5531	83873	DOUG				SPAR	CRACKED		3/24/97
CALA	49121	DC982					VERT STAB		CALA9700449
INSPECTION FOUND, A .75 INCH CRACK IN RT VERTICAL STABILIZER FRONT SPAR, AT CANTED BULKHEAD STA 1388. THE CRACK WAS LOCATED IN LEG PERPENDICULAR TO WEB OF BULKHEAD. THE CRACKED SECTION OF SPAR WAS REMOVED AND A REPAIR WAS INSTALLED IAW SRM 55-02, PAGE 101.									
5610	901AX	DOUG				WINDOW	STUCK		4/19/98
ABXA	47381	DC932				5613217507	LT COCKPIT		ABXA9800359
CAPTAIN'S CLEARVIEW WINDOW WOULD NOT OPEN. LUBRICATED WINDOW, OPS CHECKED GOOD.									
5610	901AX	DOUG				WINDOW	LACK OF LUBE		4/14/98
ABXA	47381	DC932				5613217507	COCKPIT		ABXA9800355
UNABLE TO OPEN CAPTAIN'S CLEARVIEW WINDOW (EMERG EXIT). WINDOW OPENED AFTER SEVERAL ATTEMPTS. WHEN RECLOSED, WINDOW WOULD NOT REOPEN. LUBRICATED TRACK AND ROLLERS, WINDOW OPS CHECKED GOOD.									

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5610 ABXA	901AX 47381	DOUG DC932				WINDOW 5613217507	LACK OF LUBE COCKPIT		4/15/98 ABXA9800356
CAPTAIN'S SLIDING CLEAR VIEW WINDOW (EMERG EXIT) WOULD NOT OPEN. ADJUSTED CAPTAIN'S CLEAR VIEW WINDOW IAW DC9 MM.									
5610 ASAA	935AS 49236	DOUG DC982				MECHANISM	OUT OF ADJUST LT COCKPIT		3/8/98 ASAA9880043
SFO - PRIOR TO DEPARTURE OF FLT 349, CREW REPORTED THE FLIGHT COMPARTMENT LEFT SLIDING WINDOW WOULD NOT OPEN. LUBRICATED THE FLIGHT COMPARTMENT LEFT SLIDING WINDOW MECHANISM AND OPERATED NORMALLY. (M)									
5610 ASAA	935AS 49236	DOUG DC982				MECHANISM	OUT OF ADJUST LT COCKPIT		3/8/98 ASAA9880044
SEA - AFTER ARRIVAL OF FLT 349, CREW REPORTED THE FLIGHT COMPARTMENT LEFT SLIDING WINDOW WOULD NOT OPEN. ADJUSTED THE FLIGHT COMPARTMENT LEFT SLIDING WINDOW MECHANISM AND OPERATED NORMALLY. (M)									
5610 ASAA	935AS 49236	DOUG DC982				MECHANISM	OUT OF ADJUST LT COCKPIT		3/8/98 ASAA9880045
SEAT - PRIOR TO DEPARTURE OF FLT, 539, CREW REPORTED THE FLIGHT COMPARTMENT LEFT SLIDING WINDOW WAS DIFFICULT TO OPEN. ADJUSTED THE FLIGHT COMPARTMENT LEFT SLIDING WINDOW MECHANISM AND OPERATED NORMALLY. (M)									
5711 MWEA	212ME 47701	DOUG DC932				SPAR CAP 599191532	CORRODED WS 200		4/20/98 MWEA98496
RIGHT WING LEADING EDGE STATION 200 FORWARD SPAR LOWER CAP HAS A PREVIOUS REPAIR ON THE FORWARD SIDE OF THE CAP. REMOVED PREVIOUS REPAIR BLENDED CORROSION INSTALLED REPAIR STRAPS USING APPROVED DATA.									
5711 MWEA	212ME 47701	DOUG DC932				SPAR 5911301501	CORROSION WS 360		4/20/98 MWEA98492
LT WING STATION XRS 360 LOWER AFT SPAR HAS INTERGRANULAR CORROSION ON UPPER SIDE OF LOWER SPAR CAP. MTC REMOVED CORROSION AND REPAIRED SPAR USING APPROVED DATA.									
5711 MWEA	212ME 47701	DOUG DC932				SPAR CAP 59191532	CORRODED WS 330		4/20/98 MWEA98497
RIGHT WING LEADING EDGE STATION 330 FORWARD LOWER SPAR HAS CORROSION. MTC REMOVED CORROSION AND INSTALLED REPAIR STRAP USING APPROVED DATA.									
5712 MWEA	212ME 47701	DOUG DC932				RIB 99193534	CORRODED WS 164		4/20/98 MWEA98498
CORROSION FOUND ON WING RIB AT STATION XRS 164 RT WING UPPER SURFACE OF LOWER RIB CAP. MTC BLENDED AREA AND INSTALLED STRAP REPAIR.									
5712 MWEA	212ME 47701	DOUG DC932				RIB 99193533	CORRODED WS 164		4/20/98 MWEA98493
CORROSION WAS FOUND ON THE UPPER SURFACE OF THE LOWER CAP ON THE WING RIB AT STATION XRS 164. MTC REMOVED CORROSION AND INSTALLED REPAIR STRAP TO THE LOWER CAP.									
5712 MWEA	212ME 47701	DOUG DC932				RIB 9919314	GOUGED WS 481		4/20/98 MWEA98494
LEADING EDGE RIB AT STATION XRS 481 ON LEFT WING WAS FOUND DEEPLY GOUGED. MTC REMOVED AND REPLACED SUPPORT RIB ON LEADING EDGE.									
5713 MWEA	205ME 47601	DOUG DC932				STRINGER 4709981	ENLARGED HOLES CTR FUEL TANK		4/1/97 MWEA97254
FOUND FOLLOWING CENTER FUEL TANK STRINGER WITH ENLARGED HOLES, STRINGER 20 ENLARGED HOLES STA 42, 54, STRINGER 21 ENLARGED HOLE STA 51, STR 22 ENLARGED HOLE STA 43. MAINTENANCE COMPLETED REPAIRS ALL STRINGERS IAW SRM 57-08 FIG 2.									

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5720 MWEA	205ME 47601	DOUG DC932				DOUBLER	INCORECT REPAIR RT WING	4/1/97	MWEA97255
FOUND PREV REPAIR RT WING L/E REQ EVAL FOR CORRECT REPAIR. MAINTENANCE COMPLETED A REPAIR IAW DOUGLAS TELEX SVC MSP 0306 GLP DATED 11 MARCH 97.									
5720 MWEA	205ME 47601	DOUG DC932				SHEAR CLIP 4911499	CRACKED WS 164	4/1/97	MWEA97232
SHEAR CLIP CRACKED INSIDE RT WING AT STA 164, BETWEEN STRINGER 15, 16. MAINTENANCE INSTALLED A NEW CLIP IAW SRM 51-30-2.									
5720 MWEA	212ME 47701	DOUG DC932				DOUBLER 59342167	CORRODED LT WING	4/15/98	MWEA98440
EXFOLIATION WAS FOUND ON A DOUBLER BETWEEN FUEL DRAIN VALVE AND BOTTOM OF LEFT WING. REMOVED CORRODED DOUBLER FABRICATED AND INSTALLED REPLACEMENT DOUBLER USING APPROVED DATA.									
5720 MWEA	212ME 47701	DOUG DC932				FITTING 5509570003	CORRODED WS 240	4/15/98	MWEA98437
INBOARD SLAT TRACK FITTING AT XRS 240 RT WING WAS FOUND CORRODED. MTC REMOVED AND REPLACED INBOARD FITTING USING APPROVED DATA.									
5720 MWEA	212ME 47701	DOUG DC932				CLIP 4919285	CRACKED WS 69	4/15/98	MWEA98436
RIGHT WING UPPER ATTACH CLIP CRACKED AT STATION XRS 69 WEB BETWEEN 31 AND 32 STRINGERS. MTC REMOVED OLD CLIP FABRICATED AND INSTALLED REPLACEMENT USING SERVICEABLE DATA.									
5720 MWEA	212ME 47701	DOUG DC932				CLIP 4911462	CORRODED WS 137	4/20/98	MWEA98499
CORROSION ON THE LOWER OUTBOARD RIB ATTACH CLIP AT XRS 137 BETWEEN STRINGER 11 AND LOWER CHORD LT WING. MTC REMOVED AND REPLACED CLIP.									
5720 MWEA	212ME 47701	DOUG DC932				BRACKET 91200751H	CRACKED WS 111.5	4/20/98	MWEA98500
ANGLE BRACKET HAS A CRACK NEAR STRINGER 1 CONNECTING TO REAR SPAR AT XRS 111.5 LEFT WING. MTC REMOVED AND REPLACED BRACKET.									
5720 MWEA	212ME 47701	DOUG DC932				FITTING 5509570003	CORRODED WS 240	4/15/98	MWEA98438
OUTBOARD SLAT TRACK FITTING CORRODED AT WING STATION 240 RIGHT WING. MTC REMOVED AND REPLACED SLAT TRACK FITTING USING APPROVED DATA.									
5730 MWEA	205ME 47601	DOUG DC932				SKIN	CORRODED LT WING	4/1/97	MWEA97258
FOUND LEFT WING, OTBD T/E UPPER SKIN INTERNAL SURFACE, HAS LIGHT CORROSION AND SOME FINGER DOUBLERS DEBONDING. MAINTENANCE REPLACED THE UPPER SKIN PANEL IAW SRM 57-01.									
5730 MWEA	205ME 47601	DOUG DC932				SKIN	CORRODED BS 111-137	4/1/97	MWEA97253
FOUND LIGHT CORROSION RT WING (INTERNAL) ON BOTTOM SKIN, FROM AFT SPAR TO STRINGER 16, STA 111-137 AREA. MAINTENANCE COMPLETED A REPAIR IAW SRM 57-08 FIG 2 SHT 1.									
5751 MWEA	205ME 47601	DOUG DC932				SKIN	CORROSION LT AILERON	4/1/97	MWEA97257
FOUND UPPER SKIN, ON LEFT AILERON UNDER CHAFE STRIP, TO HAVE CORROSION BEYOND SERVICEABLE LIMITS. MAINTENANCE FABRICATED AND INSTALLED NEW SKIN IAW ME EA 57-002.									

***** DENOTES SIGNIFICANT OCCURRENCE

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5753 ABXA	907AX 47203	DOUG DC931				ANGLE 995760015	CRACKED LT TE FLAP		3/24/97 ABXA9700434
DURING C-CHECK, FOUND AFT OUTBOARD FLAP HINGE ATTACH ANGLE CRACKED. REPLACED ANGLE IAW DC9 SRM.									
5753 MWEA	205ME 47601	DOUG DC932				INTERCOSTAL 9955815	DAMAGED LT TE FLAP		4/1/97 MWEA97231
FOUND LEFT FLAP AND INTERCOSTAL UNDER PANEL 1547A, HAS CUT THAT IS BEYOND SERV LIMITS. MAINTENANCE REMOVED AND REPLACED THE INTERCOSTAL NEW IAW SRM 51-30.									
5753 MWEA	205ME 47601	DOUG DC932				DOUBLER	CORROSION RT TE FLAP		4/1/97 MWEA97233
AFTER CORROSION REMOVED UNDER RUB STRIPS, ON RT FLAP TOP INBD EDGE, BLEND OUT MATERIAL THICKNESS EXCEEDED SERVICEABLE LIMITS. MAINTENANCE REPAIRED AFFECT AREA IAW DOUGLAS TELEX SVC MSP 0223 LK DATED 2/24/97.									
5754 MWEA	212ME 47701	DOUG DC932				SKIN 9919449	TORN NR 4 LE SLAT		4/20/98 MWEA98495
RT NR 4 SLAT HAS TORN METAL SKIN AT FASTENER HOLES ON THE OUTBOARD EDGE. MTC REPAIRED SKIN USING APPROVED DATA.									
7200 USAA	810US 48042	DOUG DC981	PWA JT8D217			ENGINE	FAILED LEFT		5/12/97 USAAD97085
FLT 2260 - DCA-FLL - AFTER TAKEOFF, AT ABOUT 500-600 FEET, THE CREW HEARD A LOUD BANG AND THE NR 1 ENGINE SHUTDOWN. DIVERTED TO IAD. REPLACED NR 1 ENGINE. (M)									
7200 USAA	829US 49429	DOUG DC982	PWA JT8D217			ENGINE	FAILED LEFT		5/18/97 USAAD97086
FLT 463 - CLT-IAH - AFTER CLIMB THROUGH 19,000 FEET, CREW HEARD A LOUD BANG, AND LEFT ENGINE PARAMETERS BEGAN TO DROP. RETURNED TO CLT. REPLACED LEFT ENGINE. (M)									
7321 NWAA	763NW 47396	DOUG DC941	PWA JT8D11			FUEL CONTROL 7436024	MALFUNCTIONED LT ENGINE	36183 1	4/18/98 9806779763
DURING CLIMB TO MAINTAIN EQUAL POWER SETTINGS, THE POWER LEVERS WERE SPLIT WITH THE LEFT FORWARD OF THE RIGHT. CREW ELECTED TO RETURN TO DTW. MAINTENANCE REPLACED THE LEFT ENGINE FUEL CONTROL UNIT. ENGINE OPERATIONAL CHECK OK.									
2612 WRLA	275WA 48631	DOUG MD11				FIRE LOOP 61071800	FAILED NR 2 ENGINE		3/30/98 WRLA98079
DURING INITIAL CLIMB, FLT CREW RECEIVED A NR 2 ENGINE FIRE WARNING. FLT CREW RETARDED THE THROTTLE AND WARNIGN WENT OUT. FLT CREW ELECTED TO RETURN TO POINT OF DEPARTURE FOR MAINTENANCE. MAINTENANCE PERSONNEL FOND 'B' FIRE LOOP HARNESS BAD. PART WAS REPLACED. GROUND RUNS WERE COMPLETED WITH NO MALFUNCTIONS NOTED. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
2822 WRLA	275WA 48631	DOUG MD11				BOOST PUMP 608473	FAILED NR 3 FUEL TANK		3/30/98 WRLA98078
DURING TAXI-OUT, FLT CREW NOTED NR 3 TANK AFT BOOST PUMP ALERT. FLIGHT CREW ELECTED TO RETURN TO GATE WITHOUT FURTHER INCIDENT. MAINTENANCE PERSONNEL CONFIRMED FUEL BOOST PUMP FAILURE. PART WAS NO STOCK AT STATION. ASSIGNED DEFERRAL TO MALFUNCTION. AIRCRAFT WAS RETURNED TO SERVICE. (M)									
3350 AALA	1756 48491	DOUG MD11				WIRE	FAILED CABIN		3/13/98 AALA980539
DFW - DURING OVERNIGHT MAINTENANCE FIRST CLASS EMERGENCY EXIT FLOOR LIGHT TRACKING INOPERATIVE. REPAIRED SPLICE BETWEEN R2 LIGHTS. GROUND CHECKED NORMAL OPERATION. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

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3350 AALA	1760A 48550	DOUG MD11				LIGHT L204961	DEFECTIVE CABIN		3/24/98 AALA980601
DFW - DURING OVERNIGHT MAINTENANCE, OVERHEAD EMERGENCY EXIT AISLE LIGHT ASSEMBLY ABOVE SEAT 7H INOPERATIVE. REPLACED OVERHEAD EMERGENCY EXIT AISLE LIGHT ASSEMBLY ABOVE SEAT 7H. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	1761R 48551	DOUG MD11				WIRE	BROKEN CABIN		3/4/98 AALA980442
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHTS IN CABIN WOULD NOT ILLUMINATE. REPAIRED TWO OPEN CIRCUITS IN EMERGENCY EXIT LIGHT SYSTEM ZONE 'A'. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	1764B 48554	DOUG MD11				LIGHT	DEFECTIVE CABIN		3/25/98 AALA980632
DFW - DURING OVERNIGHT MAINTENANCE, THE R1 FLIGHT ATTENDANT STATION EMERGENCY FLASHLIGHT WAS INOPERATIVE. REPLACED R1 FLIGHT ATTENDANT STATION EMERGENCY FLASHLIGHT. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	1766A 48597	DOUG MD11				CONNECTOR	BROKEN CABIN		3/20/98 AALA980550
DFW - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHTS IN CABIN ZONE 'B' WOULD NOT ILLUMINATE. REPLACED EMERGENCY EXIT LIGHT CONNECTOR IN ZONE 'B'. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	1766A 48597	DOUG MD11				CONNECTORS	LOOSE CABIN		3/22/98 AALA980555
LHR - FLT 86 - DURING FLIGHT, EMERGENCY FLOOR PATH LIGHTS ILLUMINATED AND WOULD NOT EXTINGUISH WHEN COCKPIT EMERGENCY LIGHT SWITCH TURNED TO OFF. RESEATED EMERGENCY EXIT FLOOR PATH LIGHT CONNECTORS IN FIRST CLASS AND AS A PRECAUTIONARY, REPLACED FORWARD RIGHT POWER PACK ASSEMBLY. SYSTEM GRUOND CHECKED NORMAL OPERATION. (M)									
5230 AALA	1764B 48554	DOUG MD11				SKIN	DAMAGED CARGO DOOR		2/20/98 AALA980398
TUL - CENTER CARGO DOOR FWD LOWER CORNER HAS SUSTAINED IMPACT DAMAGE. INSTALLED REPAIR DOUBLER PER ESO 41000 DATED 2/20/98. (M)									
5347 AALA	1762B 48552	DOUG MD11				SEAT TRACK	CORRODED BS 900-905		1/16/98 AALA98139
TUL - FOUND CORROSION ON SEAT TRACK NR 6 UNDER LAVS AFT OF GALLEY NR 5. REMOVED AND REPLACED SEAT TRACK SECTION ACCOMPLISHED STANDARD SEAT TRACK REPAIR PER SRM 53-70-00-0 VOL 1. (M)									
5347 AALA	1764B 48554	DOUG MD11				SEAT TRACK	CORRODED BS 911		2/15/98 AALA98363
TUL - FOUND CORROSION ON SEAT TRACK. REMOVED AND REPLACED SECTION OF TRACK STANDARD SEAT TRACK REPAIR PER 53-70-00-0 VOL I. (M)									
5347 AALA	1765B 48596	DOUG MD11				SEAT TRACK	CORRODED BS 911		1/30/98 AALA980238
TUL - FOUND SEAT TRACK NR 4 AT STATION 911 CORRODED ON TOP OF TRACK. REMOVED CORRODED AREA AND INSTALLED A SEAT TRACK PLUG PER SRM 53-70-00-0 VOL 1. (M)									
5347 AALA	1765B 48596	DOUG MD11				SEAT TRACK	CORRODED BS 911		1/30/98 AALA980239
TUL - FOUND SEAT TRACK NR 3 CORRODED AT STATION 911. REMOVED CORRODED AREA AND INSTALLED A SEAT TRACK PLUG PER SRM 53-70-00-00-0 VOL 1. (M)									
5347 AALA	1766A 48597	DOUG MD11				SEAT TRACK	CORRODED BS 909		2/28/98 AALA98423
TUL - FOUND CORROSION AT TIE DOWN POINT FOR LAV 2 TRACK NR 4 ABOUT STATION 909. REMOVED DAMAGED AREA AND PLUGGED SEAT TRACK PER SRM 53-70-00-0 VOL 1. (M)									

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7320	608FE	DOUG				SHUT OFF VALVE	FAILED		3/29/97
FDEA	48548	MD11F				2718326	NR 2 ENGINE		97FDEA00201
AIRCRAFT WAS ON THE GROUND IN SFO. THE NR 2 ENGINE WOULD NOT SHUT DOWN USING START LEVEL. THE FIRE HANDLE WAS PULLED AND ENGINE WAS SHUT DOWN. REMOVED AND REPLACED SOLENOID SHUT-OFF VALVE AS PER M/M 73-35-01-4-1. ALSO, REMOVED AND REPLACED FUEL SHUT CLOSE RELAY. ALL CHECKS GOOD. RAN NR 2 ENGINE PER JRH MD-1, ALL CHECKS GOOD.									
3260	923DL	DOUG				INDICATOR	FAILEDED		4/19/98
DALA	49705	MD88			387		RT MLG		DLM88980847
RT MLG GREEN DOWN AND LOCK LIGHT INOP. VERIFIED GEAR DOWN AND LOCKED. RELAMPED GEAR INDICATOR. GEAR INDICATION CKS NML NOW.									
3350	919DE	DOUG				LENS	MISSING		4/14/98
DALA	53422	MD88					CABIN		DLM88980805
SEAT 23 EMERGENCY TRACK LIGHT HAS BULB COVER MISSING. REPLACED LENS AND BULB.									
7603	980DL	DOUG				THROTTLE CABLES	JAMMED		4/17/98
DALA	53267	MD88					NR 2 ENGINE		DLM88980830
ON LEVEL OFF AT 5,000 FEET, THE NR 2 THROTTLE JAMMED. PUSHED BACK AND CONSIDERABLE FORCE WAS REQUIRED TO PUSH THE THROTTLE FORWARD AGAIN. FOUND RT ENGINE ANTI-ICE DUCT BLOWN AND ENGINE CONTROL CABLES DAMAGED. REPLACED DUCT AND CABLES AND REPAIRED DAMAGED COWL.									
2730	915DN	DOUG				SENSOR	MALFUNCTIONED		4/19/98
DALA	53395	MD9030			4073400902		RT ELEVATOR		DLM90980846
AT 31,000 FT GOT PYLON FLAP MESSAGE FOLLOWED BY ELEVATOR SPLIT MESSAGE THEN PYLON FLAP MESSAGE WENT OUT. AIRCRAFT RETURNED TO DFW. REPLACED ACU AND RT ELEV POS SENSOR .									
3246	915DN	DOUG				BEARING	LOOSE		4/14/98
DALA	53395	MD9030					MLG WHEEL		DLM90980803
ON DEPARTURE PUSHBACK, GROUND CREW HEARD LOUD NOISE FROM THE RIGHT MAIN GEAR. FOUND NR 4 MAIN WHEEL INNER BEARING RACE LOOSE IN WHEEL CASTING. REPLACED WHEEL ASSY.									
3230	196SW	EMB	PWA			GEAR CONTL BOX	MALFUNCTIONED		2/3/97
SWIA	120151	EMB120ER	PW118A			12038594001	MLG		SWIA97852
BOTH MAIN LANDING GEAR WOULD NOT RETRACT. RETURNED TO CPR. REPLACED LANDING GEAR CONTROL BOX PER MM 32-31-00, OPS CHECKS GOOD.									
3620	263CA	EMB				LEAK WARNING	ACTIVATED		4/15/98
COMA	120255	EMB120RT					RIGHT		COMA9810102
RIGHT HAND DUCT LEAK WARNING DURING TAKEOFF. COULD NOT DUPLICATE PROBLEM.									
5311	266CA	EMB				FRAME	COUGED	13083	3/27/97
COMA	120258	EMB120RT				12005061001	FUSELAGE		COMA9710207
ON 4C TASK 5330-262-01I, FUSELAGE FRAME 44 WAS FOUND DAMAGED BY CARGO COMPARTMENT LINING SCREWS IMPROPERLY INSTALLED ON RT SIDE. FRAME 44 WAS REPAIRED PER AERODESIGN REPORT NR 2243-1,REV.IR, 3-26-97.									
5311	266CA	EMB				FRAME	BURNED	13083	3/27/97
COMA	120258	EMB120RT					APU COMPT		COMA9710209
ON 2C TAS K 313-01Z, FUSELAGE FRAME 52 CANTED FRAME, UPPER HALF, WAS FOUND DAMAGED BY ARCING OF THE APU GENERATOR WIRE TERMINALS BOLTED TO THE FRAME. THE FRAME UPPER HALF WAS REPLACED PER SRM CHAP 51 STANDARD PRACTICES AND THE APU FIREWALL WAS REPAIRED PER SRM 53-30-04, FIGURE 202.									
5320	266CA	EMB				TEE SECTION	CORRODED	13083	3/27/97
COMA	120258	EMB120RT				12006962001	CABIN FLOOR		COMA9710200
ON 2C TASK 5310-131-01I, THE CABIN FLOOR SUPPORT LT T-SECTION AT FRAME 16 WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									

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5320 COMA	266CA 120258	EMB EMB120RT				BUTT STRAP 12007089003	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710195
ON 2C TASK 5310-131/132O1I, THE FORWARD CABIN FLOOR SUPPORT CENTER BUTT STRAP WAS FOUND CORRODED. REPLACED PER AERODESIGN REPORT NR 1671-1, REV. A, 1-28-97.									
5320 COMA	266CA 120258	EMB EMB120RT				TEE SECTION 12006964001	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710204
ON 2C TASK 5310-131-01I, THE CABIN FLOOR SUPPORT LT T-SECTION OF FRAME 20 WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5320 COMA	266CA 120258	EMB EMB120RT				CROSSBEAM 12004149001	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710203
ON 2C TASK 5310-131-01I, THE CABIN FLOOR SUPPORT LT CROSSBEAM AT FRAME 20 WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5320 COMA	266CA 120258	EMB EMB120RT				SILL 12005802001	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710202
ON 2C TASK 5310-131-01I, THE CABIN FLOOR SUPPORT FORWARD LT SILL WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5320 COMA	266CA 120258	EMB EMB120RT				BUTT STRAP 12046156001	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710198
ON 2C TASK 5310-132-01I, THE FORWARD RT FLOOR BEAM BUTT STRAP WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5320 COMA	266CA 120258	EMB EMB120RT				ANGLE 12039724001	CORRODED FUSELAGE	13083	3/27/97 COMA9710206
ON 4C TASK 5320-152-01I, THE FUSELAGE DOOR FRAME, FOR THE RT AFT EMERGENCY EXIT LOWER ANGLE WAS FOUND CORRODED, WHERE THE EXIT DOOR LOWER GUIDE PIN RECEPTACLES (P/N 120-27743-001) ARE ATTACHED TO IT. THE RECEPTACLES AND THE ANGLE WERE REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5320 COMA	266CA 120258	EMB EMB120RT				CROSSBEAM 12004149002	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710199
ON 2C TASK 5310-132-01I, THE CABIN FLOOR SUPPORT RT CROSSBEAM AT FRAME 16 WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5320 COMA	266CA 120258	EMB EMB120RT				BUTT STRAP 12027888003	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710205
ON 2C TASK 5320-141-03I, THE CABIN FLOORBEAM LT BUTT-STRAP WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5320 COMA	266CA 120258	EMB EMB120RT				BUTT STRAP 12005805003	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710196
ON 2C TASK 5310-131/132-01I, THE CABIN FLOORBEAM CENTER BUTT STRAP WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5320 COMA	266CA 120258	EMB EMB120RT				BEAM 12005807007	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710208
ON 2C TASK 5310-131/132-01I, THE CABIN DOOR FLOOR SUPPORT FORWARD CENTER OMEGA BEAM WAS FOUND DAMAGED IN THREE PLACES, 1) CORROSION, 2) SMALL CRACK, 3) HOLE CAUSED BY CARPET TRIM SCREW IMPROPERLY INSTALLED. THE OMEGA BEAM WAS REPAIRED PER AERODESIGN REPORT NR 2181-3, REV. IR, 3-24-97.									
5320 COMA	266CA 120258	EMB EMB120RT				BUTT STRAP 12046963001	CORRODED CABIN FLOOR	13083	3/27/97 COMA9710197
ON 2C TASK 5310-131-01I, THE FORWARD LEFT FLOORBEAM BUTT-STRAP, WAS FOUND CORRODED. REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5415 COMA	254CA 1233	EMB EMB120RT				FITTING 12030573601	WORN LT NACELLE		4/18/98 COMA9810105
DURING LEFT ENGINE CHANGE, FOUND PLAY IN ONE BEARING OF THE INBOARD NACELLE SUPPORT ROD CLUSTER FITTING. REPLACED INBOARD NACELLE SUPPORT ROD CLUSTER FITTING.									

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5415 COMA	254CA 1233	EMB EMB120RT				FITTING 12000361602	WORN LT NACELLE		4/18/98 COMA9810106
DURING LEFT ENGINE CHANGE, FOUND THE INBOARD, FORWARD SUPPORT ROD, FORWARD ATTACH BEARING TO HAVE EXCESSIVE PLAY. REPLACED INBOARD, FORWARD NACELLE SUPPORT ROD FORWARD FITTING.									
5415 COMA	254CA 1233	EMB EMB120RT				FITTING 12003976001	WORN LT NACELLE		4/18/98 COMA9810103
DURING LEFT ENGINE CHANGE, FOUND THE MOST AFT, INBOARD NACELLE SUPPORT ROD ATTACH BEARING TO HAVE EXCESSIVE PLAY. REPLACED THE FITTING.									
5415 COMA	254CA 1233	EMB EMB120RT				FITTING 12030973001	WORN LT NACELLE		4/18/98 COMA9810104
DURING LEFT ENGINE CHANGE, FOUND THE SECOND FROM AFT NACELLE SUPPORT ROD ATTACH FITTING ON THE INBOARD SIDE TO HAVE EXCESSIVE PLAY AT THE BEARING. REPLACED THE FITTING.									
5720 COMA	266CA 120258	EMB EMB120RT				ANGLE 12017056015	CRACKED RT WING	13083	3/27/97 COMA9710194
ON 2C TASK 5720-651-01I, THE RIGHT WING LOWER SKIN SUPPORT ANGLE, AT RIB 16, BETWEEN STRINGERS 8 AND 10, WAS FOUND CRACKED. THE ANGLE WAS REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
5720 COMA	266CA 120258	EMB EMB120RT				ANGLE 12017054016	CRACKED RT WING	13083	3/27/97 COMA9710193
ON 2C TASK 5720-622-01I, THE RIGHT WING LOWER SKIN SUPPORT ANGLE WAS FOUND CRACKED AT RIB 8, BETWEEN STRINGERS 10 AND 11. THE ANGLE WAS REPLACED PER SRM CHAP 51 STANDARD PRACTICES.									
7722 SWIA	195SW 120127	EMB EMB120ER	PWA PW118A			T6 INDICATOR SELOC19EG	MALFUNCTIONED RT ENGINE		2/2/97 SWIA97854
ON TAKEOFF ROLL, RIGHT T.6 FLUCTUATES. GAUGE WENT FROM 0 DEG TO 2,000 DEGREES. ENGINE PARAMETERS STABLE. TAKE OFF ABORTED. INSTALLED T6 INDICATOR, RAN RIGHT ENGINE ON GROUND THROUGH SEVERAL PARAMETERS AND IT OPERATED NORMAL AT THIS TIME.									
2150 QXEA	482US 11231	FOKKER F28MK4000				PACK	SMOKE CABIN		4/14/98 QXEA98 530
GEG - FLIGHT ATTENDANT REPORTED SMOKE AND HAZY CONDITIONS IN CABIN AND LAV SMOKE DETECTOR ACTIVATED. TURNED BOTH PACKS OFF AND RETURNED TO GEG. MAINTANENCE ISOLATED PROBLEM TO CABIN PACK. DEFERRED PER MEL 21-1. AIRCRAFT RELEASED FOR TEST FLIGHT. TEST FLIGHT SATISFACTORY.									
3350 AALA	1402K 11353	FOKKER F28MK0100				WIRE	FAILED CABIN		2/21/98 AALA980379
ORD - DURING OVERNIGHT MAINTENANCE, EMERGENCY EXIT LIGHTS AT FORWARD SERVICE DOOR WERE INOPERATIVE. REPAIRED EMERGENCY EXIT LIGHT GROUND WIRE LOCATED OVER COCKPIT DOOR. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	1411G 11369	FOKKER F28MK0100				LIGHT	DEFECTIVE CABIN		3/11/98 AALA980489
DFW - DURING OVERNIGHT CHECK, EMERGENCY EXIT LIGHTING AT OVERWING EXITS WOULD NOT ILLUMINATE. REPLACED EMERGENCY EXIT FLOOR LIGHTING STRIP AT OVERWING EXITS. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									
3350 AALA	1460A 11480	FOKKER F28MK0100				WIRE	BROKEN CABIN		3/18/98 AALA980541
DFW - DURING OVERNIGHT MAINTENANCE, OVERHEAD EMERGENCY EXIT AISLE LIGHT AT ROW 13 INOPERATIVE. REPAIRED WIRE ON ELECTRICAL CONTACT SWITCH. SYSTEM GROUND CHECKED NORMAL OPERATION. (M)									

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3350 QXEA	476US 11224	FOKKER F28MK4000			GRIMES	BULB 1820	FAILED CABIN		4/17/98 QXEA9800535
EMERGENCY LIGHT ON OVERHEAD AISLE AT ROW 1 INOP. RELAMPED, OPERATIONAL CHECKS GOOD.									
3350 QXEA	476US 11224	FOKKER F28MK4000			GRIMES 5515800106	SIGN 5515900004	INOPERATIVE CABIN		4/17/98 QXEA9800536
EMERGENCY EXIT SIGN ON SIDE WALL AT ROW 9 INOP. REPLACED SIGN, OPERATIONAL CHECKS GOOD.									
3350 QXEA	480AU 11229	FOKKER F28MK4000			GRIMES	SIGN 5515800106	INOPERATIVE CABIN		4/14/98 QXEA9800531
GEG - EMERGENCY EXIT LIGHT OVER COCKPIT DOOR WAS NOT ILLUMINATED WITH EMERGENCY LIGHTS IN ARM OR ON. MAINTANENCE REPLACED EXIT SIGN, CHECKS GOOD.									
3350 QXEA	484US 11234	FOKKER F28MK4000				CONNECTOR	LOOSE CABIN		4/17/98 QXEA9800537
SEAT LIGHTING ON ROWS 11, 12, AND 14 GO ON AND OFF INTERMITTENTLY DURING TAXI AND FLIGHT. TIGHTENED CONNECTION AT ROW 9 AB, OPERATIONAL CHECKS GOOD. NO PARTS REPLACED.									
3350 QXEA	484US 11234	FOKKER F28MK4000				WIRES	BROKEN CABIN		4/17/98 QXEA9800538
SEAT MOUNTED FLOOR PROXIMITY EMERGENCY ESCAPE PATH MARKING SYSTEM LIGHTS ON THE LAST 4 SEAT ROWS ARE INTERMITTANTLY ON. FOUND 2 BROKEN WIRES UNDER ROW 11. REPAIRED WIRING. OPERATIONAL CHECKS GOOD. NO PARTS REPLACED.									
7320 EQGA	854LS DC854B	FRCHLD SA227DC	GARRTT TPE3311U			FUEL CONTROL	OUT OT ADJUST LT ENGINE		2/23/98 98ZZZM448
DFW - FLT 1235 - ON TAKEOFF ROLL, LEFT ENGINE PRODUCED ONLY 97 PERCENT RPM. CREW ABORTED TAKEOFF AND RETURNED TO GATE AREA. MAINTENANCE INSPECTED THE AIRCRAFT AND ADJUSTED SCREW 'X' ON THE LEFT ENGINE ONE AND ONE-HALF TURNS. MAINTENANCE PERFORMED GROUND RUNS. ALL RUNS SATISFACTORY. AIRCRAFT RETURNED TO SERVICE. (M)									
5314	105HS 25031	HWKSLY DH1251A				KEEL	CRACKED STR 19 RT	7959	3/7/98 98ZZZX1528
DISCOVERED DURING 2 YEAR INSPECTION, .25 INCH LONG CRACK LOCATED STRINGER LINE 19 OF KEEL AREA BETWEEN FRAMES 10 AND 11 RT.									
5753	55G NA709	HWKSLY DH1253ARA				FLAP 25WF218AH	CRACKED RT SIDE		4/6/98 122 98ZZZX1607
DURN G A SCHEDULED INSPECTION OF THE AIRCRAFT, THE TOP SKIN OF THE RIGHT FLAP WAS INSPECTED AND THREE CRACKS WERE NOTED FROM 3 RIVETS. THE LOCATION OF THE CRACKS WAS APPROX 103 INCHES FROM THE OTBD EDGE AND APPROX 7 INCHES FROM THE TRAILING EDGE. CAUSE UNKNOWN. THE CRACKS WERE .1875 INCH, .6250 INCH, AND .75 INCH IN LENGTH. TO BE REPAIRED IAW SRM.									
2620 JGVR		ISRAEL 1125				HOSE	BLOCKAGE APU FIRE EXT		9/20/96 96ZZZX5361
*****	THE BLOCKAGE WAS DISCOVERED DURING THE MODIFICATION PROCESS. THE TECHNICIAN HAD CUT THE HOSE ON A BAND SAW, INSTALLED THE SOCKET PORTION OF THE FITTING AND STARTED TO INSTALL THE B-NUT, ONLY 1 OR 2 TURNS. TECH DECIDED TO CHAMFER INSIDE OF HOSE TO ALLOW EASIER INSTALLATION OF FITTING. TECH REMOVED FITTING AND INSERTED A SMALL ROUND FILE INTO OPEN END OF HOSE. THE FILE WOULD NOT PASS THROUGH THE HOSE. AT THIS TIME, NOTED THE INNER HOSE HAD RETRACTED ABOUT .50 INCH FROM THIS CUT-OFF. THE HOSE WAS CUT LENGTHWISE TO EXPOSE THE BLOCKAGE. IT APPEARS THE INNER HOSE WAS TWISTED 90-DEGREES DURING MFG PROCESS CAUSING IT TO KINK AND CLOSE INTERNALLY.								
2611 VTZA	325UE 41063	JETAIR JETSTM4101				SMOKE DETECTOR 7211121100	FAILED BAGGAGE COMPT		3/9/98 VTZA98112
FLT 6371 - EWR-IAD - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO BAGGAGE BAY SMOKE DETECTOR INOP, WOULD NOT TEST. AIRCRAFT WAS FERRIED TO IAD WHERE MAINTENANCE INSPECTED AND REMOVED AND REPLACED SMOKE DETECTOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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3060 VTZA	324UE 41017	JETAIR JETSTM4101				PROP TEST BOX ES3023	FAILED RT PROP		3/9/98 VTZA98111
FLT 6500 - IAD-LGA - TAKEOFF ABORTED DUE TO RT PROP DE-ICE FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED PROP TEST BOX, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3160 VTZA	331UE 41099	JETAIR JETSTM4101				SYMBOL GENERATOR 7011672112	FAILED NR 2		3/13/98 VTZA98134
FLT 6625 - IAD-ILM - DURING CRUISE, AIRCRAFT MADE AN UNSCHEDULED LANDING AT IAD DUE FO'S RMU FAILED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED NR 2 SYMBOL GENERATOR, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3250 VTZA	301UE 41012	JETAIR JETSTM4101				CABLE 190600	FAILED NLG STEERING		3/11/98 VTZA98131
FLT 6225 - IAD-BOS - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO NOSE WHEEL STEERING INOP. MAINTENANCE INSPECTED AND REMOVED AND REPLACED STEERING CABLE, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3260 VTZA	324UE 41017	JETAIR JETSTM4101				DOWNLOCK SWITCH ATG135704	DIRTY NLG		3/11/98 VTZA98127
FLT 6267 - IAD-BTV - DURING LANDING, AIRCRAFT MADE AN SCHEDULED LANDING WITH ONE DISCREPANCY WHICH WAS NLG UNSAFE LIGHT (RED LIGHT) STAYED ON WHEN GEAR EXTENDED. AIRCRAFT LANDED AND RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND CLEANED NOSE GEAR DOWNLOCK MICROSWITCH AND PERFORMED GEAR SWING, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3350 VTZA	319UE 41042	JETAIR JETSTM4101				POWER SUPPLY 6047051	FAILED CABIN		3/18/98 VTZA98136
DURING MAINTENANCE INSPECTION, AIRCRAFT HAD ONE DISCREPANCY WHICH WAS THE EMERGENCY TRACK LIGHTING WAS INOP. MAINTENANCE REMOVED AND REPLACED THREE POWER SUPPLIED. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
3417 RAIA	551HK 41040	JETAIR JETSTM4101				ADC 7000700967	FAILED E/E COMPT		3/26/98 RAIA980317
FLT 7490 - STL - CAPTAINS ALTIMETER FLAGGED ON TAKEOFF ROLL. MAINTENANCE REPLACED LEFT AIR DATA COMPUTER. (M)									
3425 VTZA	310UE 41028	JETAIR JETSTM4101				EADI 7003110901	FAILED LT COCKPIT		3/10/98 VTZA98124
FLT 6214 - IAD-ORF - DURING TAXI, AIRCRAFT RETURNED TO GATE DUE TO FO'S EADI SCREEN WENT BLANK. MAINTENANCE INSPECTED AND REMOVED AND REPLACED EADI, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 VTZA	309UE 41022	JETAIR JETSTM4101				SWITCH SP4594	OUT OF ADJUST BAGGAGE DOOR		3/8/98 VTZA98121
FLT 903 - IAD-RIC - AIRCRAFT ABORTED TAKEOFF DUE TO BAGGAGE DOOR WARNING LIGHT ILLUMINATED. AIRCRAFT RETUEND TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND OPENED DMI 51989, MEL 52-3. MAINTENANCE CLOSED DMI 51989 ON 3-9-98 BY ADJUSTING MICROSWITCH, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
5270 RAIA	554HK 41067	JETAIR JETSTM4101				SWITCH SP4594	OUT OF ADJUST BAGG DOOR	6371	3/24/98 RAIA980316
FLT 7745 - JFK - CARGO DOR CAPTION ILLUMINATED ON TAKEOFF ROLL. MAINTENANCE ADJUSTED AFT BAGGAGE DOOR MICROSWITCH. (M)									
6120 VTZA	310UE 41028	JETAIR JETSTM4101				NTS TRANSDUCER 31058993	FAILED LT ENGINE		3/8/98 VTZA98113
FLT 6416 - IAD-CHS - AIRCRAFT ABORTED TAKEOFF DUE TO GREEN APR ARM WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED NTS TRANSDUCER, AND GROUND RAN AIRCRAFT, OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

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7200 VTZA	314UE 41027	JETAIR JETSTM4101	GARRTT TPE33112UA			ENGINE 310349016	FAILED RIGHT		3/9/98 VTZA98122
FLT 6199 - BDL-IAD - AIRCRAFT ABORTED TAKEOFF DUE TO RT ENGINE OIL CONTAMINATION WARNING LIGHT ILLUMINATED. AIRCRAFT RETURNED TO GATE WITH NO FURTHER PROBLEMS. MAINTENANCE INSPECTED AND REMOVED AND REPLACED ENGINE, AND GROUND RAN AIRCRAFT. OPS CHECK OK. AIRCRAFT WAS RELEASED AND APPROVED FOR RETURN TO SERVICE. (M)									
7600 RAIA	565HK 41082	JETAIR JETSTM4101				IEC 31058691	FAILED RT ENGINE		3/19/98 RAIA980313
FLT 7724 - JFK - RIGHT IEC FAILED ON TAKEOFF ROLL. MAINTENANCE REPLACED RIGHT DELTA P/P TRANSDUCER. (M)									
3233	925DM 486	LEAR 35A			232710012	SEAL 23927005	FAILED MLG ACTUATOR	4708	2/26/98 98ZZZX1608
ACTUATOR SLOW TO LOCK IN (EXTENDED) 'GEAR DOWN' POSITION. LANDING GEAR POSITION DETERMINED TO BE UNLOCKED DURING APPROACH TO LANDING. SEVERAL CYCLES OF LANDING GEAR WERE ATTEMPTED. EVENTUALLY, THIS ACTUATOR DID FULLY EXTEND AND INDICATED A 'SAFE' CONDITION TO LAND. GEAR ACTUATOR SENT TO LEARJET FACTORY. DISCREPANCY WAS CONFIRMED. SEALS INSIDE ACTUATOR WERE FOUND SWOLLEN. REPLACED SEALS. FUNCTIONAL CHECKED NORMAL.									
7230	130F 044	LEAR 35LEAR	GARRTT TFE73122B			BLADE	FOD RT ENGINE		9/5/96 96ZZZX5352
RT ENGINE BIRD FOD ON TAKEOFF. BENT 7-8 FAN BLADES. HAD GARRETT IN LONG ISLAND REMOVE AND REPLACE BLADES AND C/W BALANCE.									
3350 DALA	712DA 193C1088	LKHEED 10113851				BULB 2232	FAILED CABIN		4/17/98 DLL10980837
RELAMPED R4 EXTERIOR EMERGENCY LIGHT.									
3610 CKSA	103CK 293C1212	LKHEED 1011385115				CLAMP	LOOSE NR 3 ENGINE		4/14/98 CKSA98262
ENG 3 FIRE DETECTION AT 7,000 FT WITH LIGHT ILLUMINATED AND RED T-HANDLE ILLUMINATED AND HYD BARRIER LIGHTS ON. TIGHTENED LOOSE DUCT CLAMP AT NR 3 ENGINE MIXING EJECTOR SYSTEM OPS AND LEAK CHECK GOOD WITHOUT FIRE LOOP LIGHT DETECTION IAW L1011 MM CH 36-11-08.									
5280 TWAA	11003 193B1015	LKHEED 10113851				DOOR	DEPARTED LT MLG		5/15/97 TWAA9760002
STL - DURING CRUISE, AT 28,000, LEFT MAIN GEAR FLYING DOOR SEPARATED FROM AIRCRAFT. (M)									
7830 DALA	762DA 193Y1210	LKHEED 10113853				TR LIGHT	ILLUMINATED NR 2 ENGINE	69299	4/19/98 DLL19980844
REVERSER PRESSURE LIGHT ON IN FLT POM. FOUND REVERSER STOWED AND REPLACED PRSOV WITH NO HELP. SUSPECT WIRING.									
3350 RAAA	1968R 188C2007	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		4/15/98 RAAA98E9011
FWD RT AND AFT RT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHTS FAILED SERVICE CHECK. CHANGED BATTERY PACKS DUE DISCHARGED.									
3350 RAAA	1968R 188C2007	LKHEED 188C			INTVLV 873100212	BATTERY PACK 8621014	DISCHARGED CABIN		4/17/98 RAAA98E9012
AFT RT OVERWING EMERGENCY EXIT EGRESS IDENTIFIER LIGHT FAILED SERVICE CHECK. CHANGED BATTERY PACK DUE DISCHARGED.									
5753 SRAA	918SJ 4208	LKHEED 382G				TRACK	CRACKED RT TE FLAP		10/15/96 SRAA961012
DURING WALK AROUND INSPECTION, FOUND ON RIGHT WING O/B FLAP VERTICAL BEAM I/B TRACK CRACKED FROM LOWER WING SURFACE AND TRAVELS UPWARD APPROX 50 PERCENT OF VERT FITT, SIMILAR CRACK WAS FOUND ON LEFT WING I/B FLAP O/B TRACK. ALSO, FOUND THE LT O/B TRACK FORMER ASS'Y CRACKED. PERFORMED INTERIM REPAIR TO THE RIGHT WING O/B FLAP VERT BEAM, FOUND CRACKS ON THE LEFT I/B AND O/B FLAP TRACKS LESS SEVERE, INSPECTED AIRCRAFT AND FOUND SAFE FOR FLAP UP FERRY TO 31J FOR PERMANENT REPAIR. AIRCRAFT REACHED DISTINATION AND LANDED WITHOUT INCIDENT.									

***** DENOTES SIGNIFICANT OCCURRENCE

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2150 WWMA	329AE 340B329	SAAB 340B				ACM 7769105	SEIZED RIGHT	8087	9/2/96 WWMA9600086
CREW REPORTED, THAT THE RIGHT AIR CYCLE MACHINE ONLY BLOWS HEAT, SMELLED AN ELECTRICAL SMELL WITH BLEEDS ON AND PASSENGERS REPORTED A GRINDING SOUND IN THE BACK OF THE AIRCRAFT. MAINTENANCE FOUND THE RIGHT AIR CYCLE MACHINE SEIZED. REPLACED THE RIGHT ACM AND RETURNED THE AIRCRAFT TO SERVICE WITH NO FURTHER PROBLEMS.									
2611 MALA	595MA 340B216	SAAB 340B				SMOKE WARNING	ACTIVATED E/E COMPT		4/10/98 MALA976089
AVIONICS SMOKE MASTER WARNING ILLUMINATED FOR 3 TO 5 SECONDS THEN WENT OFF. MAINTENANCE INSPECTED AVIONICS BAY AREA FOR SIGNS OF SMOKE OR BURNING, NONE FOUND. INSPECTED CANNON PLUGS ON DETECTOR ALL CHECKS GOOD. RERACKED WEU FOR TROUBLESHOOTING PURPOSES. ALL OPS CHECKS GOOD.									
2611 WWMA	286AE 340B286	SAAB 340B				SMOKE DETECTOR 72111211000	DEFECTIVE CARGO COMPT		10/22/96 WWMA9600087
CARGO SMOKE LIGHT CAME ON AND WOULD NOT GO OUT AFTER LANDING. MAINTENANCE REPLACED THE FORWARD CARGO SMOKE DETECTOR.									
2611 WWMA	306AE 340B306	SAAB 340B				SMOKE DETECTOR 72111211000	DIRTY E/E COMPT		4/15/98 WWMA9800074
FLIGHT 3224, SBP, AVIONICS SMOKE LIGHT ILLUMINATED ONCE THEN EXTINGUISHED. CLEANED THE SMOKE DETECTOR.									
2611 WWMA	338SB 340B338	SAAB 340B				SMOKEDETECTOR 72111211000	DEFECTIVE E/E COMPT		4/15/98 WWMA9800073
FLIGHT 5034, BTR, AVIONICS SMOKE LIGHT ILLUMINATED. REPLACED THE SMOKE DETECTOR.									
2611 WWMA	341SB 340B341	SAAB 340B				SMOKE LIGHT	ILLUMINATED CARGO COMPT		4/20/98 WWMA9800077
RETURN TO FIELD, THE CARGO SMOKE LIGHT CAME ON 10 MINUTES AFTER DEPARTURE. VISUAL INSPECTED CARGO COMPARTMENT, SMOKE SENSOR ASSEMBLIES. SENSORS FOUND CLEAN.									
2611 WWMA	343SB 340B343	SAAB 340B				SMOKE DETECTOR 72111211000	DEFECTIVE CARGO COMPT		4/12/98 WWMA9800072
FLIGHT 3221, LAX, CARGO SMOKE LIGHT CAME ON. ABORTED TAKEOFF AND FIRED NR 1 FIRE BOTTLE. REPLACED FWD AND AFT CARGO SMOKE DETECTORS.									
2611 WWMA	356SB 340B356	SAAB 340B				SMOKE DETECTOR 72111211000A	DEFECTIVE CARGO COMPT		4/21/98 WWMA9800078
CARGO SMOKE DETECTOR DOES NOT TEST. REMOVED AND REPLACED CARGO FWD SMOKE DETECTOR, OPS CK OK.									
2613 MALA	407XJ 340B407	SAAB 340B				OVERTEMP SENSOR	DIRTY RT TAILPIPE		4/9/98 MALA976092
AFTER TAKEOFF, RIGHT TAILPIPE HOT LIGHT CAME ON. MAINTENANCE CLEANED AND RESEALED TAILPIPE SENSORS, OPS CHECKS GOOD.									
2613 MALA	418XJ 418	SAAB 340B				OVERTEMP SENSOR	DIRTY RT TAILPIPE		4/9/98 MALA976093
AFTER TAKEOFF, RIGHT TAILPIPE HOT LIGHT CAME ON. MAINTENANCE CLEANED AND RESEALED TAILPIPE SENSORS, OPS CHECKS GOOD.									
2613 REXA	111PX 340A024	SAAB SF340A				OVERHEAT SENSOR	MALFUNCTIONED RT ENGINE		3/31/98 REXA98082
RIGHT TAIL PIPE HOT LIGHT IN FLIGHT. CLEANED AND INSPECTED TAILPIPE SENSORS. NO DEFECTS NOTED ON GROUND RUN-UP. OK FOR SERVICE. (M)									

***** DENOTES SIGNIFICANT OCCURRENCE

DOMESTIC SERVICE DIFFICULTY REPORT SUMMARY (cont'd)

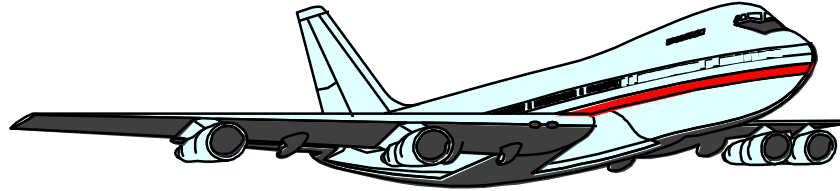
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3320 MALA	403XJ 340B403	SAAB 340B				BALLAST	FAILED LAVATORY		4/12/98 MALA976100
INBOUND FOUND LAV SMOKE LIGHT ILLUMINATED. MAINTENANCE REPLACED LAV LIGHT BALLAST. OPS CHECKS GOOD.									
3350 WWMA	261AE 340B261	SAAB 340B				BULB GE 85	FAILED CABIN		4/18/98 WWMA9800076
FLIGHT ATTENTANTS EMERGENCY LIGHT ARM LIGHT INOP. RELAMPED.									
3350 SIMA	301AE 340B301	SAAB 340B				BULB 3071BPEGPL	FAILED CABIN		3/27/98 SIMA980862
DFW - FLT 3935 - WHITE FLOOR LIGHT NEAR ROW 10 INOP MEL'D PER 33-15-2. RETURNED A/C TO SERVICE. RAID BULB AT ROW 10 ON THE FLOOR PROX LIGHTING. PERFORMED OPERATIONAL CHECK SATISFACTORILY AND RETURNED A/C TO SERVICE. (M)									
3350 WWMA	324AE 340B324	SAAB 340B				BATTERIES 6013211	DISCHARGED CABIN		4/16/98 WWMA9800075
ADJACENT FLOOR PROXIMITY LIGHTS INOP AT ROWS 8B/10B AND TWO ADJACENT OVERHEAD EMER LIGHTS INOP AT 9A/11A. REPLACED BATTERIES 22LN AND 23LN.									
3350 MALA	27XJ 027	SAAB SF340A				CRADLE 4970114010	FAILED FLIGHT DECK		4/10/98 MALA976090
CABIN EMERGENCY LIGHT AND FLIGHT DECK EMERGENCY BUTTON WHEN PRESSED ONLY GET ONE CHIME. MAINTENANCE REPLACED FLIGHT DECK CRADLE, OPS CHECKS GOOD.									
3350 MALA	27XJ 027	SAAB SF340A				GUARD	LOOSE COCKPIT		4/6/98 MALA976096
IN FLIGHT, THE CREW REPORTED GUARD OVER THE EMERGENCY LIGHTS SWITCH IS LOOSE. MAINTENANCE TIGHTENED THE EMERGENCY LIGHT SWITCH GUARD. OPS CHECKS GOOD.									
3350 MALA	31XJ 031	SAAB SF340A				SWITCH	FAILED CABIN		4/14/98 MALA976103
DURING FLIGHT, FA'S EMERGENCY ARM LIGHT SWITCH INOP. MAINTENANCE RELAMPED LIGHT. OPS CHECKS GOOD.									
3350 MALA	99XJ 099	SAAB SF340A				BULB 313	FAILED CABIN		4/12/98 MALA976099
DURING INSPECTION, EMERGENCY LIGHTS SEAT 3CD AND RIGHT FORWARD EMERGENCY LIGHT INOP. MAINTENANCE RELAMPED LIGHTS. OPS CHECKS GOOD.									
3350 MALA	114XJ 340A114	SAAB SF340A				BULB 3071BPEGPL	FAILED CABIN		4/5/98 MALA976095
DURING INSPECTION, EXIT LIGHT INOP NEXT TO SEAT 1D. MAINTENANCE RELAMPED EXIT LIGHT AT SEAT 1D. OPS CHECKS GOOD.									
3425 MALA	41XJ 041	SAAB SF340A				RELAY	FAILED E/E COMPT		4/9/98 MALA976091
AFTER TAKEOFF, CAPAIN'S HSI AND ADI GOES DARK WHEN HYD PUMP CYCLES IN FLIGHT. MAINTENANCE REPLACED 69PC RELAY, OPS CHECKS GOOD.									
5270 MALA	107XJ 340A107	SAAB SF340A				LOCK SWITCH G6669	INTERNAL FAULT CARGO DOOR		4/7/98 MALA976097
DURING CLIMB, CARGO DOOR WARNING LIGHT ILLUMINATED. MAINTENANCE REPLACED DOOR LOCK SWITCH. OPS CHECK GOOD.									
7722 MALA	991XJ 091	SAAB SF340A				CONNECTOR	DIRTY RT ENGINE		4/9/98 MALA976094
AFTER TAKEOFF, RIGHT ITT TEMP WAS 100 DEGRESS HOTTER THAN THE LEFT(605-711). MAINTENANCE VERIFIED PROBLEM THROUGH ITT CALIBRATION, CLEANED AND RESECURED CANNON PLUG ON T4.5 TRIMMER, OPS CHECKS GOOD.									

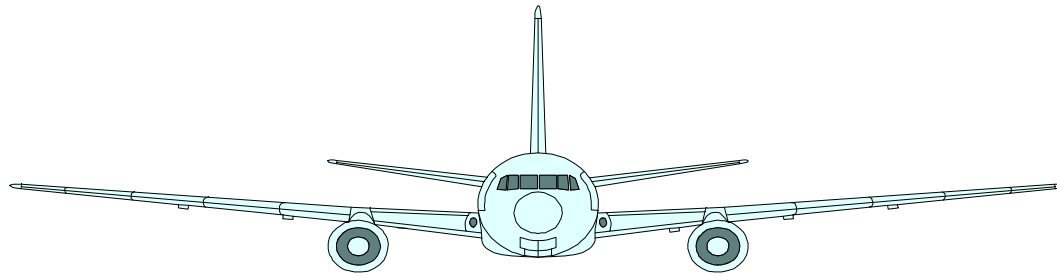
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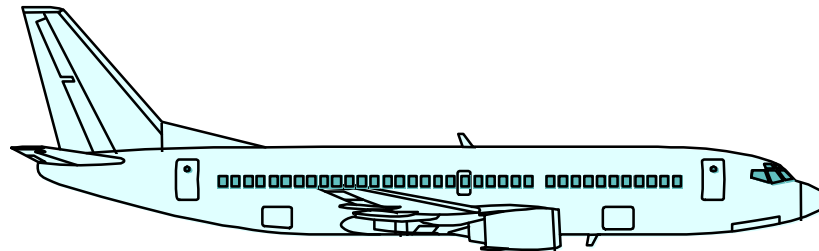
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INTERNATIONAL



SERVICE DIFFICULTY REPORT



INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY**4/19/98 - 4/25/98 ISSUE: 98-17 ZAC-326**

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7933			PWA JT8D9			TEMP BULB 56B17D	INTERMITTENT NR 2 ENG OIL		6/21/93 CA930702112
(CAN) AC RETURNED DUE TO NO INDICATION ON NR 2 OIL TEMP INDICATOR.									
8010			GARRTT TPE33110U	ROTOL R333482F12		RELAY 91SE16	FAILED START SYSTEM	8515	6/17/93 CA930702108
(CAN) NR 1 START SWITCH WOULD NOT MAKE CONTACT. UNABLE TO START NR 1 ENGINE. ALSO REPLACED RELAY P/N S400A1B3. PART TC: 11,328.									
2913		AIRBUS A320211			VICKERS	HYD PUMP 623977	OVERHEAT GREEN HYD SYS	26	6/25/93 CA930705408
(CAN) AFTER TAKEOFF THROUGH 18,000 FEET, GREEN HYDRAULIC RESERVOIR OVERHEAT LIGHT CAME ON. GREEN HYDRAULIC SYSTEM DEACTIVATED. OVERHEAT TEMP SENSOR AND HYDRAULIC PUMP REPLACED.									
5711		AYRES S2*			AYRES	SPAR 22343L	CRACKED LT RT WING	6044	5/20/93 CA930708302
(CAN) CRACKS FOUND IN BOTH LT AND RT WING SPARS. AYRES SERVICE KIT S2R FF 002 WAS THEN INSTALLED. WING RT P/N 2020343R.									
3230		BAG BAE146200A	LYC ALF502R5			UPLOCK	DIRTY NLG		6/8/93 CA930625102
(CAN) NO NOSE WHEEL DOWN INDICATION. NLG UPLOCK PIN AND RELEASE MECHANISM CLEANED AND LUBRICATED.									
3246		BAG BAE146200A			DUNLOP AHA1489	BEARING DAS262271	FAILED NR 3 MLG WHEEL	899	6/1/93 CA930629602
(CAN) ON WALKAROUND, NR 3 MAINWHEEL ASSY WAS OUT OF ALIGNMENT WITH THE REST OF THE WHEELS. NR 3 INNER BEARING HAD FAILED.									
4920		BAG BAE146100A	LYC ALF502R5	ROTOL R2124304	GARRTT 38000864	COMBUSTION LINER 383615	DEFORMED APU	12788	6/8/93 CA930625101
(CAN) DURING INSPECTION, APU COMBUSTION CHAMBER LINER FOUND DEFORMED BEYOND LIMITS. COMBUSTION LINER REPLACED. PART TC: 3,251.									
3244		BAG JETSTM3212		ROTOL R333482F12	DUNLOP AH52689	TIRE 28X912	BLOWN RT MAIN	1396 547	6/18/93 CA930702102
(CAN) RT MAIN TIRE FLAT ON LANDING AND WAS DESTROYED. EMERGENCY BRAKE LINE BROKEN. PART TOTAY CYCLES, 2,081.									
7722		BEECH B100	PWA PT6A28			BUS BAR 327628	SHORTED THERMOCOUPLE T5	567	4/3/93 CA930702201
(CAN) THERMOCOUPLE BRACKETS FIBEROUS INSULATION BREAKS DOWN VERY RAPIDLY CAUSING LOW TEMPERATURE INDICATIONS. OLD TYPE SOLID INSULATION DID NOT GIVE ANY PROBLEMS.									
5341		BEECH B200	PWA PT6A41			RIVETS MS247DD6	SHEARED FS 188.0	6363	6/9/93 CA930622207
(CAN) FUSELAGE STA 188.0 AT LT FUSELAGE LONGERON TO WING MAIN SPAR ATTACHMENT - 2 RIVETS FOUND SHEARED. LT WING STA 25. 0. AIRCRAFT TT: 7,674.									
7722		BEECH 99	PWA PT6A27			BUS BAR 327628	SHORTED THERMOCOUPLE T5	1801	9/8/92 CA930702202
(CAN) THERMOCOUPLE BRACKETS FIBEROUS INSULATION BREAKS DOWN VERY RAPIDLY CAUSING LOW TERMPERATURE INDICATIONS. OLD TYPE SOLID INSULATION DID NOT GIVE ANY PROBLEM.									

***** DENOTES SIGNIFICANT OCCURRENCE

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8010		BEECH B99	PWA PT6A28			CABLE END	LOOSE LT ENGINE START		6/16/93 CA930708301
(CAN) START CONTROL CABLE SWAGED END FOUND LOOSE. SWAGED END HAD PULLED OUT.									
2312		BOEING 727171C	PWA JT8D7A		COLLINS 51RV15222450	CRYSTAL 1736	FAILED NR 2 VHF REC		6/3/93 CA930618202
(CAN) NR 2 VHF RECEIVER WOULD NOT TUNE TO 112.0. AUXILIARY RECEIVER SELECTED TO COPILOT'S INSTRUMENTS.									
7260		BOEING 7272J4	PWA JT8D17		PWA	RETAINER 22080	FAILED T ENG AUX DRIVE		2/20/96 AU960261
(AUS) NO1 ENGINE FAILED IN FLIGHT - SUSPECT CAUSED BY FAILURE OF THE CONSTANT SPEED DRIVE (CSD) SHAFT REAR BEARING RETAINER ALLOWING THE RETAINING NUT TO LOOSEN AND THE CSD SHAFT TO MOVE FORWARD AND DISENGAGE THE DRIVE GEARS									
7830		BOEING 737217	PWA JT8D17			LATCHES	REQ LUBE THRUST REVERSER		6/2/93 CA930617107
(CAN) NR 1 ENGINE THRUST REVERSER UNLOCK LIGHT ON DURING TAKEOFF ROLL. TAKEOFF REJECTED AT 40 KNOTS. REVERSER LATCHES LUBRICATED.									
3213		BOEING 747238B				BOLT	LOOSE NR 3 MLG		2/27/96 AU960259
(AUS) NO3F MAIN LANDING GEAR WHEEL AXLE NUT SAFETY BOLT ADRIFT IN HUB CAP - BOLT HAD PENETRATED HUB CAP - THE 2ND BOLT WAS STILL SECURE WITH ITS RETAINING NUT - SUSPECT SAFETY BOLT INCORRECTLY TORQUED - PERSONNEL/MAINTENANCE ERROR									
2421		BOEING 75728A				STATOR 454	SEPARATION ALTERNATOR	5434	6/24/93 CA930705404
(CAN) CRACKED AT PLUG HOUSING AT SOLDER JOINT.									
2710		BOEING 767233	PWA JT9D7R4D			LOCK ACTUATOR 6B854	CORRODED RT OUTB AIL	20039	6/10/93 CA930629705
(CAN) DURING TAXI, RT OUTBOARD AILERON JAMMED DURING FLIGHT CONTROL CHECK. PART TC: 5,384.									
2710		BOEING 767233	PWA JT9D7R4D			ACTUATOR 251T1718	CORRODED RT OUTB AIL	20039	6/10/93 CA930629706
(CAN) DURING TAXI, RT OUTBOARD AILERON JAMMED DURING FLIGHT CONTROL CHECK. PART TC: 5,384.									
3060		BRAERO HS748*				TIMER 13	IMPROPER ASSY DEICER		6/28/93 CA930706201
(CAN) UNIT FOUND WITH HOMING CAM INSTALLED 180 DEGREES OUT WHICH ALLOWED THE UNIT TO RETURN TO THE START OF THE CYCLE (HOME) AND SHUT OFF THE MOTOR. NO MATTER HOW THE HOMING AND EMERGENCY PROP DEICER SWITCHES WERE ADJUSTED, THE EMERGENCY PROP CYCLE WOULD NOT SHUT OFF POSSIBLY BURNING THE PROP HEATER ELEMENTS.									
3233		CESSNA 172RG				BOLT AN17522A	SHEARED RT MLG ACTUATOR	4660	6/7/93 CA930622205
*****	(CAN) ONE OF 3 MLG RT ACTUATOR BOLTS FOUND SHEARED OFF BETWEEN BOLT SHANK AND THREAD AREA. SHEARED BOLT HELD IN PLACE BY GREASE. ONE OF THE OTHER 2 BOLTS WAS LOOSE. LT MLG ACTUATOR HAD ONE BOLT COMPLETELY OUT OF HOUSING. REST OF BOLTS OK. ALL BOLTS REPLACED WITH ONES REQUIRING LOCKWIRE.								
7820		CESSNA A185E				MUFFLER CEM21	CRACKED OUTLET PIPE	1422	6/5/93 CA930617108
(CAN) CRACK FOUND UNDER REINFORCING PLATE AT BASE OF OUTLET PIPE ALLOWING CARBON MONOXIDE TO LEAK INTO CABIN.									

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2750		CESSNA 208B			26222812	BOLT AN4H73A	FAILED FLAP BELLCRANK	715	6/21/93 CA930629301
(CAN) FLAP BREAKER POPPED AT 20 DEGREES FLAPS ON FINAL. CB TRIPPED ON RESET. STANDBY SYSTEM ALSO POPPED BREAKER. FLAPS FOUND WITH 4 INCHES FREE PLAY. RT INBD BELLCRACK FOUND LOOSE IN MOUNTING BRACKETS AND THRU BOLT HAD DROPPED DOWN BEING HELD IN PLACE BY LOCKWIRE. BOLT HAD BROKEN AT THREADED END AND PART OF THREAD WAS STILL SECURE IN THE INSERT IN UPPER MOUNTING BRACKET. FLAPS WERE OUT OF RIG, THEREFORE, LT FLAP BOTTOMED OUT AND MOTOR CONTINUED TO RUN CAUSING RT FORWARD FLAP BELLCRANK TO BE OVERLOADED. FLAP ASSIST CABLES ALSO OVERTENSIONED.									
3233		CESSNA 337	CONT IO360G			ACTUATOR 12811	CRACKED MLG	2529	6/2/93 CA930625105
(CAN) MLG FAILED TO EXTEND AND LOCK. NLG OKAY. ACTUATOR BODY CRACKED AT THE CASTING FLANGE. GEAR UP LANDING CARRIED OUT.									
3320		CESSNA 550	PWA JT15D4			WIRE	BURNT FLUORESCENT LITE		5/23/93 CA930628420
(CAN) WHILE CHANGING A FLUORESCENT LIGHT, ARCING HEARD AND SMOKE NOTICED. WIRE BUNDLE - RUNS UNPROTECTED THROUGH GASPER BOX AND CHAFED AND SHORTED OUT. AREA JUST INSIDE CABIN DOOR NEAR CENTER OF FUSELAGE.									
7421		CNDAIR CL2151A10	PWA CA3			SPARK PLUG 281	CRACKED NR 12 CYL REAR		6/13/93 CA930628401
(CAN) AS POWER WAS REDUCED FROM CLIMB TO CRUISE, THE NR 1 ENGINE BEGAN BACKFIRING AND VIBRATING EXCESSIVELY. THE ENGINE WAS SHUTDOWN. INVESTIGATION REVEALED NR 12 CYLINDER REAR SPARK PLUG ON NR 1 ENGINE HAD A CRACKED CENTER ELECTRODE AND PART OF THE PORCELAIN WAS MISSING. THE SPARK PLUG WAS REPLACED AND THE ENGINE OPERATION WAS NORMAL.									
8530		DHAV DHC2MK1	PWA R985AN14B			BUSHING 3496	STRIPPED CYL SPARK PLUG	100	6/18/93 CA930628426
(CAN) DURING INSPECTION DURING COMPRESSION CHECK, THE SOUND OF ESCAPING AIR WAS NOTED AT THE REAR OF THE CYLINDERS. FINGER PRESSURE ONLY WAS REQUIRED TO REMOVE THE REAR SPARK PLUG AND INSERT. DURING A RECENT OVERHAUL OF TWO CYLINDERS, IT APPEARED THE INCORRECT SPARK PLUG INSERT WAS USED.									
7320		DHAV DHC6100	PWA PT6A50			P3 LINE 335623	BROKEN NR 3 ENG	292	6/6/93 CA930628423
(CAN) ON CLIMB-OUT, NR 3 ENGINE SPOOLED DOWN. POWER LEVER WAS UNRESPONSIVE. CREW SECURED ENGINE AND AIRCRAFT LANDED. INSPECTION REVEALED A BROKEN P3 LINE ON NR 3 ENGINE. PART TC: 437.									
7722		DHAV DHC6300	PWA PT6A27			BUS BAR 327628	SHORTED THERMOCOUPLE T5	1299	3/1/93 CA930702204
(CAN) THERMOCOUPLE BRACKET FIBEROUS INSULATION BREAKS DOWN VERY RAPIDLY CAUSING LOW TEMPERATURE INDICATIONS. OLD TYPE SOLID INSULATION DID NOT GIVE ANY PROBLEM.									
7722		DHAV DHC6300	PWA PT6A27			BUS BAR 327628	SHORTED THERMOCOUPLE T5	1300	8/28/90 CA930702210
(CAN) THERMOCOUPLE BRACKET FIBEROUS INSULATION BREAKS DOWN VERY RAPIDLY CAUSING LOW T5 TEMPERATURE INDICATIONS. OLD TYPE SOLID INSULATION DID NOT GIVE ANY PROBLEMS.									
2400		DHAV DHC8*	PWA PW120			WIRE BUNDLE	CHAFED LAV AREA		6/9/93 CA930628411
(CAN) ELECTRICAL BURNING SMELL AND SMOKE IN COCKPIT AND CABIN. ON GROUND, FOUND WIRE BUNDLE CHAFED ON FORWARD UPPER CORNER OF LAVATORY COMPOSITE STRUCTURE. SHORTED OUT WIRES TO PC BOARD.									
2421		DHAV DHC8102	PWA PW120A		LEARSIEGLER 31708001A	GENERATOR 31781A	OVER HEATED AC SYS		6/18/93 CA930702103
(CAN) AC GENERATOR FULL OF SHELLAC.									

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2435		DHAV DHC8301	PWA PW123		LEARSIEGLER	SHAFT DRIVE 23882	SHEARED DC STARTER GENER	5509 6	6/11/93 CA930628424
(CAN) COULD NOT START NR 1 ENGINE. MAINTENANCE FOUND DC STARTER/GENERATOR SHAFT SHEARED. DC STARTER/GENERATOR REPLACED.									
2750		DHAV DHC8102	PWA PW120A			CABLE 59688921	SHEARED TORQUE SENSOR		6/14/93 CA930622601
(CAN) AFTER TAKEOFF, THE FLAP DRIVE CAUTION LIGHT CAME ON. THE AIRCRAFT DIVERTED. RT FLAP SECONDARY DRIVE CABLE REPLACED.									
2750		DHAV DHC8301	PWA PW123		SUNDSTRANDEM 745581A	FLEX DRIVE 745581A	BROKEN LT FLAP		6/15/93 CA930628412
(CAN) LEFT OUTER FLAP SECONDARY FLEX DRIVE SHEATH SWAGED COUPLING END CAME OFF.									
2761		DHAV DHC8*	PWA PW120			CYLINDER 82951211	WORN DRAG CONTROL		6/22/93 CA930622604
(CAN) ACTUATOR CYLINDER BORE WEARS PREMATURELY EVENTUALLY FORMING A RIDGE CAUSING PISTON GT SEAL AND BACK-UP RINGS TO BREAK APART WITH GROUND SPOILER FAILURE. ONGOING PROBLEM.									
2820		DHAV DHC8301	PWA PW123			LINE 8717111115	BROKEN FUEL DRAIN		6/8/93 CA930628418
(CAN) FUEL DRAIN LINE FROM PUMP CRACKED.									
2910		DHAV DHC8102	PWA PW120A			LINE 82971121	LEAKING HYD SYS		6/11/93 CA930628425
(CAN) AIRCRAFT LANDED WITH ONLY 1.5 LITRES OF HYDRAULIC FLUID IN NR 1 SYSTEM LINE BETWEEN ANTI-SKID VALVE AND MANIFOLD LEAKING.									
3340		DHAV DHC8101	PWA PW121		GRIMES 6027993	POWER SUPPLY 627993	FAILED LIGHTS		6/16/93 CA930622201
(CAN) ON APPROACHN GEAR DOWN, ALL LIGHTS GREEN. FOR NO APPARENT REASON, NOSE GEAR LIGHT STARTED TO CYCLE ON AND OFF AND DOORS CYCLED OPEN AND CLOSED. AFTER 15 SECONDS, DOOR REMAINED CLOSED AND LIGHT REMAINED OFF. SB A8-33-33. WHITE ANTI-COLLISION LIGHT ON TAIL NOT FLASHING. STROBE LIGHT MODULE AND POWER PACK REPLACED.									
3340		DHAV DHC8102	PWA PW120A			SWITCH 25EET1TF	BROKEN INST PANEL	10155	6/7/93 CA930625103
(CAN) FLIGHT/TAXI SWITCH TOGGLE BROKEN OFF.									
3340		DHAV DHC8102	PWA PW120A			SWITCH 25ETITF	BROKEN INST PANEL		6/16/93 CA930702107
(CAN) FLIGHT/TAXI SWITCH BROKEN.									
3418		DHAV DHC8*				COMPUTER 3656	INTERMITTENT STALL WARNING		6/15/93 CA930628407
(CAN) DURING MAINTENANCE CHECK, STALL WARNING STICK SHAKERS FAILED TO ACTIVATE DURING AIRBORNE SIMULATION PORTION OF TEST. NO CAUTION LIGHTS GROUND PORTION OK. WEIGHT-ON-WHEELS LOGIC RELAYS CONTAMINATED MOD 8/2072 RELEASED SB 8-27-76.									
3510		DHAV DHC8311	PWA PW123			NUT DSC4211	CRACKED CP 02 SYSTEM		6/28/93 CA930705407
(CAN) FOUND NUT CRACKED AT 'T' FITTING FOR COPILOT'S OXYGEN SYSTEM.									

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5610		DHAV DHC8102	PWA PW120A		PPG NP15790111	WINDSHIELD NP1579111	CRACKED LT COCKPIT		6/15/93 CA930628413
(CAN) LEFT FORWARD WINDSHIELD OUTER PLY CRACKED 10 INCHES ALONG LOWER LEFT EDGE DUE TO WATER INGRESS TO HEATER ELEMENT. AIRCRAFT TT: 21,302 HOURS.									
6120		DHAV DHC8311	PWA PW123	HAMSTD 14SF15		CONTROL	LEAK NR 1ENG PROP	4333	6/13/93 CA930702106
(CAN) NR 1 ENGINE REPLACED DUE TO INTERNAL LEAKAGE OF PROPELLER CONTROL OIL PRESSURE. PART TC: 6,557									
6123		DHAV DHC8311	PWA PW123		SIMMONDS 30005000037	TSCU 3537	INTERMITTENT NR 2 SYSTEM		6/19/93 CA930702110
(CAN) AS POWER WAS ADVANCED FOR TAKEOFF ROLL, NR 2 ENGINE FEATHERED AND THE NR 2 ALTERNATE FEATHER LIGHT CAME ON.									
7250		DHAV DHC8311	PWA PW123			ENGINE	DAMAGE NR 2	2238	6/7/93 CA930623101
(CAN) HOT SECTION INSP REVEALED INTERNAL ENGINE DAMAGE. ENGINE REPLACED. PART TC: 3,972.									
7250		DHAV DHC8311	PWA PW123			ENGINE	FAILED NR 2 HOT SECTION	2238	6/10/93 CA930702105
(CAN) NR 2 ENGINE REMOVED DUE TO HOT SECTION DISTRESS. PART TC: 3,972.									
7260		DHAV DHC8311	PWA PW123			TRANSFER TUBE 7822831	FAILED NR 1 ENG PROP		6/14/93 CA930625203
(CAN) DURING CLIMB-OUT, SMELL OF OIL NOTED AND NR 1 ENGINE WAS INDICATING LOW OIL PRESSURE. NR 1 ENGINE SHUTDOWN. GROUND INSPECTION REVEALED THE OIL TRANSFER TUBE FRONT PLUG HAD MIGRATED OUT OF POSITION. THIS CAUSED LOSS OF ENGINE OIL. TRANSFER TUBE PLUG, LOCKING BOLT AND NUT WERE FOUND IN THE SPINNER. OIL TRANSFER TUBE FRONT PLUG WAS REINSTALLED AND OIL SYSTEM REPLENISHED. AIRCRAFT RETURNED TO SERVICE.									
2751		DOUG DC3				FLAP ROD 1119754	BENT ACTUATOR END	55390	6/24/93 CA930705405
(CAN) DURING PREFLIGHT CHECK OF FLAPS WHEN LOWERED, INDICATED NO TRAVEL. FURTHER INVESTIGATION REVEALED 3 OF 4 FLAP ACTUATOR GUIDE ROLLERS WERE OFF THE TRACK. THE INDICATOR ROD WAS ALSO BENT AND THE GUIDE TUBE P/N 3118562-8 WAS BENT AFT OF THE CLAMP.									
3230		DOUG DC3				LATCH CABLE 111733	BROKEN LT MLG MECH		6/16/93 CA930628402
(CAN) LEFT HAND LANDING GEAR MECHANICAL LATCH CABLE STRANDS FOUND BROKEN WHERE CABLE ROUTES AROUND PULLEY P/N 2117378-2. BROKEN CABLE WAS FOUND ON 500-HOUR INSPECTION.									
5342		DOUG DC3CS1C3G				ADAPTER	CORRODED ATTACH FITTING		3/14/96 AU960267
(AUS) VERTICAL FIN REAR ATTACHMENT ADAPTER CONTAINS SEVERE EXFOLIATION CORROSION IN AREA ADJACENT TO LH AND RH ATTACHMENT BOLTS									
2910		DOUG DC6A				HYD HOSE 5346275827	RUPTURED NR 3 HYD PUMP		6/21/93 CA930702101
(CAN) DURING APPROACH, HYDRAULIC SYSTEM PRESSURE WAS LOST. INVESTIGATION REVEALED THAT THE HIGH PRESSURE HYDRAULIC LINE OF NR 3 PUMP WAS RUPTURED. HYDRAULIC LINE WAS REPLACED AND HYDRAULIC SYSTEM FLUID REPLENISHED. AIRCRAFT RETURNED TO SERVICE.									
7230		FOKKER F28MK1000	RROYCE SPEY55515		RROYCE	DUCT EU4429A	CRACKED COMPRESSOR	7273	6/15/93 CA930702216
(CAN) DURING MAINTENANCE POWER RUNS, NR 2 ENGINE DID NOT DELIVER RATED POWER. MAINTENANCE INVESTIGATION CONFIRMED POWER LOSS AND SLOW COMPRESSOR SPEED. BORESCOPE INSPECTION DISCLOSED A LARGE SERIES OF CRACKS IN THE 7TH STAGE BLEED DUCT, CAUSING LOSS OF 7TH STAGE COMPRESSOR AIR INTO THE BY-PASS DUCT. IT APPEARS THESE CRACKS ORIGINATED AT THE WELDMENT AT THE AFT EDGE OF THE BLEED DUCT. NR 2 ENGINE REMOVED AND SHIPPED TO REPAIR AND OVERHAUL. PART TC: 9,008.									

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2435		FRCHLD SA227DC	GARRTT TPE33112UA		AIRPRTSCORP STARTERGEN	STARTER 2008	FAULTY STARTER-GENERATO		2/13/96 AU960260
(AUS) RH ENGINE STARTER/GENERATOR WOULD NOT ROTATE ENGINE WHEN ENGAGED									
3411		GULSTM AA5A			GRUMAN	PITOT TUBE 5232	CRACKED PITOT SYS	1382	5/31/93 CA930622204
(CAN) WHEN CANOPY SLID BACK DURING FLIGHT, AIRSPEED INCREASED BY 20 KNOTS. PITOT-TUBE FOUND CRACKED.									
3421		LEAR 25B				VERTICAL GYRO 5111141	FAILED COCKPIT		6/28/93 CA930705406
(CAN) VERTICAL GYRO FAILED. REPLACED. SLOW TO ERECT. REPLACED. THIS ONE SHOWED LEFT BANK. REPLACED AND FAILED WITH 35-40 DEGREE LEFT BANK. NEW UPGRADED VG INSTALLED P/N 501-1204-01.									
2421		LKHEED 382G			GE	GENERATOR 2CM353C1H	FAILED NR 2	3165	6/1/93 CA930622203
(CAN) DURING CRUISE, NR 2 GENERATOR BEARING LIGHT ILLUMINATED. ENGINE WAS SHUTDOWN. INSPECTION FOUND THE SCREWS AND LOCKWIRE AT THE GENERATOR DRIVE SHAFT END THAT RETAIN THE BEARING WERE ALL MISSING AND WERE FOUND IN THE GENERATOR HOUSING. IT IS SUSPECTED THE ROUGH BEARING CAUSED THE RETAINING SCREWS AT THE BEARING PLATE TO VIBRATE LOOSE. NO FURTHER DAMAGE NOTED. GENERATOR REPLACED AND CHECKED SERVICEABLE. PART TC: 2,085.									
3260		PIPER PA30				WIRE	BROKEN MLG SWITCH		5/18/93 CA930628410
(CAN) GEARDOWN ON APPROACH SHOWING UNSAFE. POH CHECK LIST COMPLETED, NO EFFECT. LANDED OK. FOUND BROKEN WIRE AT THE FLEX POINT TO THE LT GEAR SAFETY SWITCH IN WHEEL WELL.									
2421		PIPER PA31350			PRESTOLITE ALU8421	BEARING K231	FAILED ALTERNATOR	1166	6/7/93 CA930628422
(CAN) CREW NOTED SPARKS COMING FROM RT ENGINE. ALTERNATOR SWITCHED OFF - LANDED OK. ALTERNATOR BEARINGS FAILED. UNIT REPLACED.									
3260		PIPER PA31350				SWITCH 1CH214	DIRTY LT MLG		6/12/93 CA930702214
(CAN) ON GEAR DOWN SELECTION, GEAR SHOWING UNSAFE. GEAR CYCLED AND GOT 3 GREEN LIGHTS. LANDING GEAR AND SWITCHES CLEANED AND LUBRICATED. TESTED OK.									
8530		PIPER PA31350	LYC LTIO540J2BD			CYLINDER LW12966	SEPARATED NR 1	359	6/14/93 CA930628302
(CAN) NR1 CYLINDER FAILED IN-FLIGHT. THE CYLINDER BARREL SEPARATED FROM THE HEAD BETWEEN THE TOP BARREL COOLING FIN AND SECOND COOLING FIN. THE CYLINDER HEAD WAS FOUND LAYING IN THE COWLING SUPPORTED BY THE IGNITION WIRES. THE FAILURE CAUSED SEVERE DAMAGE TO THE PISTON AT THE RING LANDS. THE CONNECTING ROD WAS REPLACED AS A PRECAUTIONARY MEASURE.									
8530		PIPER PA34200	LYC IO360C1E6			CYLINDER STUDS 3813	SHEARED NR 2 CYL		6/10/93 CA930629601
(CAN) NR 2 CYLINDER STUDS SHEARED OFF.									
7261		STBROS SD360	PWA PW123			PLUG 7822831	MISSING OIL TRANSER TUBE	5800	6/18/93 CA930628701
(CAN) DURING TAKEOFF, CREW NOTICED SMELL OF SMOKE FOLLOWED BY LOW OIL PRESSURE ON NR 1 ENGINE. PRECAUTIONARY SHUTDOWN CARRIED OUT AND UNSCHEDULED LANDING MADE. MAINTENANCE INVESTIGATION REVEALED NR 1 ENGINE SUFFERED MAJOR INTERNAL OIL LEAK STARTING AT FRONT OF ENGINE. REMOVAL OF PROP SPINNER DISCLOSED THAT THE OIL TRANSFER TUBE FRONT PLUG, AS WELL AS THE PLUG LOCKING BOLT AND NUT, HAD MIGRATED LOOSE AND WERE FOUND IN THE SPINNER. PLUG WAS REINSTALLED AND LOCKED, ENGINE WAS SERVICED WITH OIL. AIRCRAFT GROUND RUN SERVICEABLE AND RETURNED TO SERVICE. PART TC: 7,400.									

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2742		SWRNGN SA226AT	GARRTT TPE33110UA		SIMMONDS	ACTUATOR DL54M24	FAILED PITCH TRIM	1061	6/16/93 CA930705402
(CAN) UPON AIRCRAFT SHUTDOWN CREW NOTED PITCH TRIM SONAR ALERT FOLLOWED BY UNCOMMANDED TRIM MOVEMENT. CREW COULD NOT STOP PITCH TRIM. ACTUATOR REPLACED.									
2910		SWRNGN SA226AT				TUBE 27816395	CRACKED HYD SYS		6/11/93 CA930628415
(CAN) ON APPROACH, PILOT NOTED LOSS OF HYDRAULIC FLUID. FIRST TUBE FROM GROUND PRESSURE FITTING FOUND CRACKED IN RADIUS.									
3242		SWRNGN SA226AT	GARRTT		BFGOODRICH	BRAKE 2123	SEIZED NR 3/4		3/13/92 CA930628406
(CAN) DURING TOW, EXCESSIVE DRAG FELT. SUSPECT NR 3 AND NR 4 BRAKES FROZEN.									
6122		SWRNGN SA226TC			WOODWARD 89365113	BUSHING	WORN PROP GOV IDLER	225	6/11/93 CA930628414
(CAN) ENGINE SOAP SAMPLE INDICATED ALUMINUM AND PREVIOUS CHECK INDICATED COPPER. GEARBOX OPENED AND PROP GOVERNOR IDLER GEAR BUSHING FOUND WORN.									
7620		SWRNGN SA226TC	GARRTT TPE33110UA			BRACKET 27623713	CRACKED CUTOFF CABLE		6/30/93 CA930709201
(CAN) SUPPORT BRACKET FOR POWER CABLE AND THE FUEL CUTOFF CABLE ON BOTH ENGINES FOUND CRACKED. CRACK ON AFT ARM OF BRACKET WHERE ARM IS FLATTENED AND BENT TO FORM ATTACH POINT. CRACK ON INSIDE OF BEND AND DID NOT EXTEND ALL THE WAY AROUND ARM.									
7712		SWRNGN SA226TC	GARRTT TPE33110UA			TRANSMITTER 1198	INTERMITTENT TORQUE		6/22/93 CA930702205
(CAN) TORQUE INDICATOR WILL INTERMITTENTLY READ 100 PERCENT AND THEN DROP TO CORRECT TORQUE VALUE. TORQUE TRANSMITTER REPLACED 3 TIMES - LAST ONE SEEMS OK.									
5210		SWRNGN SA227AC				HINGE 27241451	CRACKED PAX DOOR		6/22/93 CA930705403
(CAN) PASSENGER DOOR HINGE FOUND CRACKED. CRACKED 2.5 INCHES THROUGH SCREW HOLES.									
(End of INTERNATIONAL SERVICE DIFFICULTY REPORT SUMMARY)									



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SERVICE DIFFICULTY REPORT SUMMARY

AIR CARRIER - INDEX



The following information provides a tally of the Service Difficulty Reports (SDR's) contained in this weeks issue of the Air Carrier SDR Summary. The totals represent only a summation of the SDR's that were submitted to the FAA, Aviation Data Systems Branch, AFS-620, and processed in time for inclusion in the Summary. In the first table, the SDR's are sorted by the operator designator code and are listed in alphabetical order. The second table sorts the SDR's by the aircraft make and model. The heading at the top of each table provides a two digit Joint Aircraft System/Component (JASC) code grouping (e.g., JASC codes 1100 thru 1800 are represented by the heading labeled 11-18) which categorizes in general, the problem areas for each reported discrepancy.

The Flight Standards Service Difficulty Program objective is to achieve prompt and appropriate correction of conditions adversely affecting continued airworthiness of aeronautical products. This is accomplished by the collection of Service Difficulty and Malfunction or Defect Reports. SDR's are consolidation and collation into common data base where they are analyzed for trends, problems, and alert information. This information is then disseminated to the appropriate segments of the aviation community and to other FAA offices.

The number of SDR's submitted is not an indicator of the mechanical reliability or fitness of an air carrier's aircraft fleet and should not be used as such. The air carriers certificate holding office has the primary responsibility for planning, programming evaluations, and assessing the performance of operators. Questions regarding an air carrier's fleet performance should be directed to the appropriate Flight Standards District Office, Certificate Management Office, or Certificate Management Unit.

AIR CARRIER SUMMARY INDEX BY OPERATOR**4/19/98 To 4/25/98 ISSUE: 98-17 ZAC-326**

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
	AU S	0	1	1	0	1	0	1	0	4
	CA	0	20	18	1	4	3	16	5	67
	EA 07	0	0	0	0	1	0	0	0	1
	GL 07	0	0	0	0	0	0	1	0	1
	GL 13	0	0	0	0	1	0	0	0	1
	NM 03	0	0	1	0	0	0	0	0	1
	SO 19	0	1	0	0	0	0	0	0	1
	SW 01	0	0	0	0	1	0	0	0	1
	SW 17	0	0	0	0	0	0	1	0	1
	SW 99	0	0	0	0	1	0	0	0	1
A6WA	GL 31	0	2	0	0	11	0	1	0	14
AALA	SW 07	0	3	33	0	91	0	0	0	127
ABXA	GL 23	0	3	8	0	25	0	0	0	36
ARWA	SO 19	0	1	0	0	1	0	0	0	2
ASAA	NM 01	0	2	7	0	7	0	0	0	16
ASOA	SO 11	0	0	1	0	9	0	1	0	11
AWXA	WP 28	0	1	7	0	4	0	0	0	12
C2XA	SW 09	0	1	0	0	0	0	0	0	1
CALA	SW 09	0	2	3	0	42	0	0	0	47
CKSA	GL 23	0	1	3	0	0	0	1	0	5
COMA	SO 01	0	2	4	1	23	0	0	0	30
DALA	SO 27	0	4	11	0	20	0	2	0	37
DHLA	SO 01	0	4	0	0	6	0	0	0	10
EIAA	NM 09	0	0	1	0	23	0	0	0	24
EQGA	SW 19	0	0	0	0	0	0	1	0	1
FDEA	SO 25	0	4	0	0	5	0	4	0	13

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
FRKA	NE 01	0	0	0	0	0	0	1	0	1
G6OA	EA 27	0	0	0	0	0	0	1	0	1
GAIA	SW 07	0	1	0	0	7	0	0	0	8
GLBA	CE 01	0	0	3	0	0	0	0	0	3
GNBA	SW 01	0	0	0	0	0	0	0	1	1
GTIA	GL 23	0	1	0	0	4	0	0	0	5
GUUA	SO 19	0	0	1	0	0	0	0	0	1
HALA	WP 13	0	1	4	0	0	0	0	0	5
HNAA	EA 07	0	1	0	0	0	0	0	0	1
IPXA	SO 01	0	5	6	0	56	0	0	0	67
IXXA	GL 23	0	1	1	0	29	0	0	0	31
JGVR	CE 09	0	1	0	0	0	0	0	0	1
K3HA	EA 25	0	0	6	0	0	0	0	0	6
MALA	GL 15	0	5	7	0	1	0	1	0	14
MASA	SW 07	0	0	7	0	0	0	0	0	7
MWEA	GL 31	0	2	0	0	69	0	0	0	71
NOCA	EA 15	0	1	0	0	0	0	0	0	1
NWAA	GL 01	0	6	39	1	6	0	11	0	63
P5CA	WP 23	0	1	1	0	238	0	2	0	242
OXEA	NM 09	0	1	9	0	0	0	1	0	11
RAAA	AL 03	0	0	2	0	0	0	0	0	2
RAIA	CE 03	0	1	1	0	3	0	1	0	6
REXA	SO 25	0	1	0	0	0	0	2	0	3
RRXA	WP 15	0	0	1	0	0	0	0	0	1
SCNA	GL 15	0	1	0	0	7	0	2	0	10
SH5R	NE 03	0	0	1	0	0	0	0	0	1
SI3R	NE 03	0	1	0	0	0	0	0	0	1

OPERATOR DESIGNATOR	DISTRICT OFFICE	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
SIMA	SW 21	0	1	4	0	12	0	0	0	17
SRAA	GL 23	0	0	0	0	1	0	0	0	1
SWAA	SW 07	0	2	12	0	89	0	2	0	105
SWIA	NM 07	0	0	1	0	0	0	1	0	2
TAOA	EA 15	0	1	2	1	0	0	0	0	4
TC8A	GL 23	0	0	0	0	0	0	1	0	1
TSAA	WP 13	0	0	1	0	4	0	0	0	5
TWAA	CE 05	0	1	2	0	5	0	0	0	8
TWRA	EA 15	0	4	2	0	0	0	0	0	6
UALA	WP 29	0	4	9	0	1	0	0	1	15
USAA	EA 19	0	0	2	0	0	0	2	0	4
VH2R	SW 17	0	0	0	0	1	0	0	0	1
VNAA	GL 07	0	1	4	0	0	0	0	0	5
VTZA	EA 27	0	6	13	0	3	2	2	0	26
WRLA	EA 27	0	2	0	0	0	0	0	0	2
WTAA	WP 17	0	0	0	0	0	1	0	0	1
WWMA	WP 15	0	7	2	0	0	0	0	0	9
XE4R	SO 19	0	0	0	0	4	0	0	0	4
Y2PA	GL 23	0	0	0	0	0	0	1	0	1
ZZDA	SO 15	0	2	5	0	1	0	0	0	8
TOTALS		0	114	246	4	817	6	60	7	1254

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

AIR CARRIER SUMMARY INDEX by MANUFACTURER MAKE and MODEL**4/19/98 To 4/25/98 ISSUE: 98-17 ZAC-326**

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
		0	1	0	0	0	0	1	1	3
AEROSP	ATR42300	0	1	2	0	1	0	0	0	4
AEROSP	ATR42320	0	1	0	0	0	0	0	0	1
AEROSP	ATR72202	0	1	0	0	1	0	0	0	2
AEROSP	ATR72212	0	0	2	0	21	0	1	0	24
AIRBUS	A300B4605R	0	1	7	0	36	0	0	0	44
AIRBUS	A300F4605R	0	0	0	0	1	0	0	0	1
AIRBUS	A320211	0	1	4	0	0	0	2	0	7
AIRBUS	A320231	0	1	1	0	0	0	0	0	2
AMD	FALCON20C5	0	0	0	0	0	0	1	0	1
AYRES	S2*	0	0	0	0	1	0	0	0	1
BAG	BAE146100A	0	0	0	1	0	0	0	0	1
BAG	BAE146200A	0	1	2	0	1	0	0	0	4
BAG	BAE146300A	0	1	0	0	10	0	1	0	12
BAG	JETSTM3101	0	0	1	0	0	1	2	0	4
BAG	JETSTM3201	0	3	6	0	2	1	1	0	13
BAG	JETSTM3212	0	0	1	0	0	0	0	0	1
BEECH	1900	0	0	1	0	0	0	0	0	1
BEECH	1900C	0	0	1	0	0	0	0	0	1
BEECH	1900D	0	0	2	0	0	0	0	0	2
BEECH	300BEECH	0	0	0	0	0	0	1	0	1
BEECH	99	0	0	0	0	0	0	1	0	1
BEECH	B100	0	0	0	0	0	0	1	0	1
BEECH	B200	0	0	0	0	1	0	0	0	1
BEECH	B300	0	0	0	0	1	0	0	0	1
BEECH	B99	0	0	0	0	0	0	0	1	1
BOEING	707*	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	727171C	0	1	0	0	0	0	0	0	1
BOEING	727185C	0	0	1	0	0	0	0	0	1
BOEING	72721C	0	0	0	0	3	0	0	0	3
BOEING	727222	0	1	4	0	0	0	0	1	6
BOEING	727223	0	0	11	0	7	0	0	0	18
BOEING	727224	0	1	0	0	0	0	0	0	1
BOEING	727225	0	0	7	0	3	0	0	0	10
BOEING	727227	0	0	1	1	18	0	2	0	22
BOEING	727228	0	1	0	0	0	0	0	0	1
BOEING	72722C	0	5	1	0	24	0	0	0	30
BOEING	727231	0	1	1	0	3	0	0	0	5
BOEING	727232	0	1	4	0	13	0	0	0	18
BOEING	727233	0	1	1	0	0	0	0	0	2
BOEING	727243	0	0	0	0	3	0	0	0	3
BOEING	727247	0	1	0	0	8	0	0	0	9
BOEING	72725	0	2	0	0	0	0	0	0	2
BOEING	727251	0	0	1	0	0	0	0	0	1
BOEING	727254	0	1	1	0	0	0	0	0	2
BOEING	72725C	0	0	3	0	0	0	0	0	3
BOEING	72727C	0	0	0	0	18	0	0	0	18
BOEING	7272J4	0	0	0	0	6	0	1	0	7
BOEING	7272Q9	0	3	0	0	6	0	0	0	9
BOEING	7272S2F	0	1	0	0	0	0	0	0	1
BOEING	737112	0	0	1	0	0	0	0	0	1
BOEING	737130	0	1	0	0	1	0	0	0	2
BOEING	737217	0	1	0	0	0	0	1	0	2
BOEING	737222	0	0	0	0	1	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	737230	0	0	1	0	0	0	0	0	1
BOEING	737232	0	0	2	0	0	0	0	0	2
BOEING	737247	0	0	0	0	1	0	0	0	1
BOEING	737277	0	0	0	0	3	0	0	0	3
BOEING	737290C	0	0	1	0	0	0	0	0	1
BOEING	737297	0	0	0	0	4	0	0	0	4
BOEING	7372E1	0	2	2	0	0	0	0	0	4
BOEING	7372H4	0	1	5	0	32	0	1	0	39
BOEING	7372L9	0	0	3	0	0	0	0	0	3
BOEING	7372Q8C	0	1	0	0	0	0	0	0	1
BOEING	7372T4	0	0	1	0	3	0	0	0	4
BOEING	7372U9	0	0	2	0	0	0	0	0	2
BOEING	737301	0	0	1	0	0	0	0	0	1
BOEING	737322	0	1	0	0	0	0	0	0	1
BOEING	73733A	0	0	1	0	0	0	0	0	1
BOEING	737347	0	0	0	0	4	0	0	0	4
BOEING	7373A4	0	0	1	0	0	0	0	0	1
BOEING	7373G7	0	0	1	0	1	0	0	0	2
BOEING	7373H4	0	1	3	0	21	0	1	0	26
BOEING	7373L9	0	0	0	0	1	0	0	0	1
BOEING	7373T0	0	0	2	0	0	0	0	0	2
BOEING	7373T5	0	0	0	0	26	0	0	0	26
BOEING	7374S3	0	0	1	0	0	0	0	0	1
BOEING	7375H4	0	0	2	0	7	0	0	0	9
BOEING	747121	0	1	0	0	137	0	1	0	139
BOEING	747122	0	0	1	0	1	0	0	0	2
BOEING	747123F	0	0	0	0	2	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	747124	0	0	0	0	100	0	1	0	101
BOEING	747130	0	1	0	0	0	0	0	0	1
BOEING	747131	0	1	0	0	0	0	0	0	1
BOEING	747151	0	0	1	0	0	0	0	0	1
BOEING	747212B	0	0	1	0	23	0	0	0	24
BOEING	747238B	0	0	2	0	0	0	0	0	2
BOEING	747251B	0	1	0	0	0	0	0	0	1
BOEING	747251F	0	0	0	0	0	0	1	0	1
BOEING	747259B	0	1	0	0	0	0	0	0	1
BOEING	747282B	0	1	2	0	0	0	0	0	3
BOEING	7472J9F	0	0	0	0	1	0	0	0	1
BOEING	747451	0	1	3	0	0	0	0	0	4
BOEING	757222	0	0	1	0	0	0	0	0	1
BOEING	757223	0	1	1	0	0	0	0	0	2
BOEING	75723A	0	1	0	0	0	0	0	0	1
BOEING	75724APF	0	0	1	0	0	0	0	0	1
BOEING	757251	0	1	1	0	0	0	0	0	2
BOEING	75728A	0	1	0	0	0	0	0	0	1
BOEING	7572B7	0	0	1	0	0	0	0	0	1
BOEING	7572S7	0	0	1	0	0	0	0	0	1
BOEING	767222	0	0	1	0	0	0	0	0	1
BOEING	767223	0	0	0	0	2	0	0	0	2
BOEING	767231	0	0	0	0	1	0	0	0	1
BOEING	767232	0	0	1	0	0	0	0	0	1
BOEING	767233	0	2	0	0	0	0	0	0	2
BOEING	767322	0	0	1	0	0	0	0	0	1
BOEING	767332	0	1	0	0	0	0	0	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
BOEING	777222	0	2	1	0	1	0	0	0	4
BRAERO	HS748*	0	0	1	0	0	0	0	0	1
CESSNA	172RG	0	0	1	0	0	0	0	0	1
CESSNA	208B	0	1	0	0	0	0	0	0	1
CESSNA	337	0	0	1	0	0	0	0	0	1
CESSNA	404	0	0	0	0	0	0	0	1	1
CESSNA	550	0	0	1	0	0	0	1	0	2
CESSNA	650	0	0	0	0	1	0	0	0	1
CESSNA	A185E	0	0	0	0	0	0	1	0	1
CNDAIR	CL2151A10	0	0	0	0	0	0	1	0	1
CNDAIR	CL6002A12	0	0	1	0	0	0	0	0	1
CNDAIR	CL6002B19	0	4	3	1	3	0	0	0	11
DHAV	DHC2MK1	0	0	0	0	0	0	0	1	1
DHAV	DHC6100	0	0	0	0	0	0	1	0	1
DHAV	DHC6300	0	0	0	0	0	0	2	0	2
DHAV	DHC8*	0	2	1	0	0	0	0	0	3
DHAV	DHC8101	0	0	1	0	0	0	0	0	1
DHAV	DHC8102	0	5	6	0	1	0	1	0	13
DHAV	DHC8201	0	1	0	0	0	0	0	0	1
DHAV	DHC8202	0	0	7	0	0	0	0	0	7
DHAV	DHC8301	0	3	0	0	0	0	0	0	3
DHAV	DHC8311	0	0	1	0	0	2	3	0	6
DORNER	DO328100	0	1	4	0	1	0	0	0	6
DOUG	DC1010	0	1	1	0	18	0	0	0	20
DOUG	DC1010F	0	0	0	0	0	0	3	0	3
DOUG	DC1030	0	1	1	0	2	0	0	0	4
DOUG	DC1030F	0	0	0	0	0	0	1	0	1

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
DOUG	DC1040	0	0	0	0	0	0	7	0	7
DOUG	DC3	0	1	1	0	0	0	0	0	2
DOUG	DC3CS1C3G	0	0	0	0	1	0	0	0	1
DOUG	DC6A	0	1	0	0	0	0	0	0	1
DOUG	DC861	0	1	1	0	0	0	0	0	2
DOUG	DC862	0	2	2	0	23	0	1	0	28
DOUG	DC862F	0	0	1	0	0	0	0	0	1
DOUG	DC863	0	1	1	0	1	0	0	0	3
DOUG	DC863F	0	0	3	0	1	0	0	0	4
DOUG	DC871F	0	1	0	0	6	0	0	0	7
DOUG	DC873F	0	0	0	0	12	0	0	0	12
DOUG	DC8F55	0	0	0	0	0	0	1	0	1
DOUG	DC9	0	0	0	0	1	0	0	0	1
DOUG	DC914	0	0	1	0	0	0	0	0	1
DOUG	DC915F	0	0	0	0	7	0	0	0	7
DOUG	DC931	0	2	16	0	16	0	0	0	34
DOUG	DC932	0	3	5	1	84	0	0	0	93
DOUG	DC933F	0	1	1	0	0	0	0	0	2
DOUG	DC941	0	0	3	0	8	0	1	0	12
DOUG	DC951	0	2	9	0	3	0	0	0	14
DOUG	DC981	0	0	0	0	0	0	1	0	1
DOUG	DC982	0	0	6	0	31	0	1	0	38
DOUG	DC983	0	1	4	0	2	0	0	0	7
DOUG	MD11	0	2	6	0	6	0	0	0	14
DOUG	MD11F	0	0	0	0	0	0	1	0	1
DOUG	MD88	0	0	2	0	0	0	1	0	3
DOUG	MD9030	0	1	1	0	0	0	0	0	2

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								TOTAL
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	
EMB	EMB120ER	0	0	1	0	0	0	1	0	2
EMB	EMB120RT	0	0	1	0	20	0	0	0	21
FOKKER	F28MK0100	0	0	3	0	0	0	0	0	3
FOKKER	F28MK1000	0	0	0	0	0	0	1	0	1
FOKKER	F28MK4000	0	1	5	0	0	0	0	0	6
FRCHLD	SA227DC	0	1	0	0	0	0	1	0	2
GULSTM	AA5A	0	0	1	0	0	0	0	0	1
HWKSLY	DH1251A	0	0	0	0	1	0	0	0	1
HWKSLY	DH1253ARA	0	0	0	0	1	0	0	0	1
ISRAEL	1125	0	1	0	0	0	0	0	0	1
JETAIR	JETSTM4101	0	1	7	0	2	1	2	0	13
LEAR	25B	0	0	1	0	0	0	0	0	1
LEAR	35A	0	0	1	0	0	0	0	0	1
LEAR	35LEAR	0	0	0	0	0	0	1	0	1
LKHEED	10113851	0	0	1	0	1	0	0	0	2
LKHEED	1011385115	0	0	1	0	0	0	0	0	1
LKHEED	10113853	0	0	0	0	0	0	1	0	1
LKHEED	188C	0	0	2	0	0	0	0	0	2
LKHEED	382G	0	1	0	0	1	0	0	0	2
PIPER	PA30	0	0	1	0	0	0	0	0	1
PIPER	PA31350	0	1	1	0	0	0	0	1	3
PIPER	PA34200	0	0	0	0	0	0	0	1	1
SAAB	340B	0	10	4	0	0	0	0	0	14
SAAB	SF340A	0	1	6	0	1	0	1	0	9
STBROS	SD360	0	0	0	0	0	0	1	0	1
SWRNGN	SA226AT	0	2	1	0	0	0	0	0	3
SWRNGN	SA226TC	0	0	0	0	0	1	2	0	3

AIRCRAFT MAKE	AIRCRAFT MODEL	SDR TOTALS BY FAA ATA SYSTEM CHAPTER								
		11-18	21-29	30-38	45-49	51-57	61-67	71-79	80-85	TOTAL
SWRNGN	SA227AC	0	0	0	0	1	0	0	0	1
TOTALS		0	114	246	4	817	6	60	7	1254

(End of AIR CARRIER SUMMARY INDEX by OPERATOR Report)

THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR**4/19/98 To 4/25/98 ISSUE: 98-17 ZAC-326**

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
A6WA	AIR WISCONSIN AIRLINES CORPORATION	GL31
AALA	AMERICAN AIRLINES INC	SW07
ABXA	ABX AIR INC	GL23
ARWA	ARROW AIR INC	SO19
ASAA	ALASKA AIRLINES INC	NM01
ASOA	ATLANTIC SOUTHEAST AIRLINES INC	SO11
AWXA	AMERICA WEST AIRLINES INC	WP28
C2XA	CONTINENTAL EXPRESS INC	SW09
CALA	CONTINENTAL AIRLINES INC	SW09
CKSA	AMERICAN INTERNATIONAL AIRWAYS INC	GL23
COMA	COMAIR INC	SO01
DALA	DELTA AIR LINES INC	SO27
DHLA	DHL AIRWAYS INC	SO01
EIAA	EVERGREEN INTERNATIONAL AIRLINES IN	NM09
EOGA	EXEC EXPRESS II INC	SW19
FDEA	FEDERAL EXPRESS CORP	SO25
G6OA	GEMINI AIR CARGO LLC	EA27
GAIA	KITTY HAWK AIRCARGO INC	SW07
GLBA	GREAT LAKES AVIATION LTD	CE01
GTIA	SPIRIT AIRLINES INC	GL23
GUUA	GULFSTREAM INTERNATIONAL AIRLINES I	SO19
HALA	HAWAIIAN AIRLINES INC	WP13
HNAA	PIEDMONT AIRLINES INC	EA07
IPXA	UNITED PARCEL SERVICE CO	SO01
IXXA	AIR TRANSPORT INTERNATIONAL LIMITED	GL23
JGVR	DUNCAN AVIATION INC	CE09
K3HA	KIWI INTERNATIONAL AIRLINES	EA25
MALA	MESABA AVIATION INC	GL15
MASA	MESA AIR GROUP INC	SW07
MWEA	MIDWEST EXPRESS AIRLINES INC	GL31
NOCA	NORTH AMERICAN AIRLINES	EA15
NWAA	NORTHWEST AIRLINES INC	GL01
P5CA	POLAR AIR CARGO INC	WP23
OXEA	HORIZON AIR INDUSTRIES INC	NM09
RAAA	REEVE ALEUTIAN AIRWAYS INC	AL03
RAIA	TRANS STATES AIRLINES INC	CE03

<u>OPER. DESIG.</u>	<u>OPERATOR NAME</u>	<u>FAA DIST. OFF.</u>
REXA	EXPRESS AIRLINES I INC	SO25
RRXA	EMERY WORLDWIDE AIRLINES INC	WP15
SCNA	SUN COUNTRY AIRLINES INC	GL15
SH5R	BOMBARDIER AVIATION SERVICES	NE03
SI3R	UNITED TECHNOLOGIES CORP	NE03
SIMA	SIMMONS AIRLINES INC	SW21
SRAA	SOUTHERN AIR TRANSPORT INC	GL23
SWAA	SOUTHWEST AIRLINES CO	SW07
SWIA	SKYWEST AIRLINES INC	NM07
TAOA	SHUTTLE INC	EA15
TC8A	TRANS CONTINENTAL AIRLINES INC	GL23
TSAA	ALOHA AIRLINES INC	WP13
TWAA	TRANS WORLD AIRLINES INC	CE05
TWRA	TOWER AIR INC	EA15
UALA	UNITED AIR LINES INC	WP29
USAA	USAIR INC	EA19
VH2R	FAIRCHILD AIRCRAFT SERVICES	SW17
VNAA	PSA AIRLINES INC	GL07
VTZA	ATLANTIC COAST AIRLINES	EA27
WRLA	WORLD AIRWAYS INC	EA27
WTAA	WESTAIR COMMUTER AIRLINES INC	WP17
WWMA	WINGS WEST AIRLINES INC	WP15
XE4R	PROFESSIONAL MODIFICATION SVCS INC	SO19
Y2PA	USA JET AIRLINES INC	GL23
ZZDA	AIRTRAN AIRWAYS INC	SO15

(End of THIS WEEKS PARTICIPANTS BY OPERATOR DESIGNATOR Report)

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

PREFACE

The Joint Aircraft System/Component (JASC) Code Table is a modified version of the Air Transport Association of America (ATA), Specification 100 code. It was developed by the Federal Aviation Administration's (FAA), Aviation Data Systems Branch (AFS-620). Technical support was provided by the Galaxy Scientific Corporation, and various representatives of the air carrier and general aviation community.

Over the past four years, the JASC format of the ATA Spec 100 code has gained widespread industry acceptance. In a harmonized effort, the FAA's counterparts in Australia and Canada have adopted the JASC code with only a few exceptions. Some Canadian aircraft manufacturers have also recently adopted this new standard.

This code table is constructed by using the new JASC four (4) digit code, along with an abbreviated code title. The abbreviated titles have been modified in some cases to clarify the intended use of the accompanying code. This table can be used as a quick reference chart, to assist in the coding and review of aircraft structures or systems data (i.e., Service Difficulty Report (SDR), Accident/Incident Report).

The current coding scheme used in the JASC code was introduced in May 1991, for the technical classification of SDR's. Its predecessor, the FAA aircraft system/component code, was a similar but more complex eight-digit code which was developed over 25 years ago. It was constructed around the computer technology of that period. It consisted of a four digit numerical code plus a four alpha character code to make data retrieval possible. Since that time, computer technology has advanced many fold. Reducing the code from eight to four characters simplifies coding, and in some cases, makes JASC coding match the ATA Specification 100 first three digits, which are used to identify aircraft systems. The ATA code does not reference the fourth digit, so it is free to be used for identifying components.

The JASC code aircraft structural section has increased due to problems inherent with aging aircraft. As an example, FAA code 5301 SXBD was expanded to 20 items due to the high rate of reporting in this area (8021 structural reports were received in 1989). In some instances, there was very little reporting and codes were combined into other systems if the safety impact was not significant. The overall reduction in codes has been from 568 FAA codes to 488 JASC codes, with the significant increase being in the structural area as stated earlier.

The JASC code divides the engine section into two major code groups to separate the turbine and reciprocating engines. The codes for the turbine engines are in JASC Chapter 72, Turbine/Turboprop Engine. The codes for the reciprocating engines are now exclusively found in JASC Chapter 85, Reciprocating Engine.

The other major deviation from ATA Spec 100 is in ATA section 2730, specifically involves the stall warning system. Early technology (primarily on smaller aircraft) directly linked the sensing of flight attitude to one of the components which furnished the means of manually controlling the flight attitude characteristics (elevator). Today, most large transport category aircraft utilize electronic units to sense the change in the environmental condition called stall, and use the data to influence navigation. ATA section 3410, Flight Environment Data, includes high speed warning in its code definition. Stall warning (low speed) is the reciprocal term of high speed warning, so its filing under the same code appears more logical. Thus, with the JASC code it was decided to move the stall warning system to Chapter 34 under the separate code JASC code 3418, Stall Warning System.

The FAA is continuing to pursue worldwide involvement from operators and manufacturers in addressing the need for international standardization of aircraft system/component codes. The ultimate goal is to develop a universal aircraft/component numbering standard which can be used in the manufacturer's maintenance manual, wiring diagram manual, system manuals and illustrated parts catalog. This harmonized standard must be a usable standard for the aircraft manufacturers, air carrier operators and the general aviation community.

We welcome comments and feedback regarding the possible forming of working groups to achieve this long range consideration of possibly harmonizing the ATA Specification 100 code and the JASC code. Comments may be directed to the FAA, Aviation Data Sytem Branch, AFS-620, P.O. Box 25082, Oklahoma City, OK 73125.

JOINT AIRCRAFT SYSTEM/COMPONENT CODE TABLE

JASC/ TITLE

11 PLACARDS AND MARKINGS

1100 PLACARDS AND MARKINGS

12 SERVICING

1210 FUEL SERVICING
1220 OIL SERVICING
1230 HYDRAULIC FLUID SERVICING
1240 COOLANT SERVICING

18 HELICOPTER VIBRATION

1800 HELICOPTER VIB/NOISE ANALYSIS
1810 HELICOPTER VIBRATION ANALYSIS
1820 HELICOPTER NOISE ANALYSIS

21 AIR CONDITIONING

2100 AIR CONDITIONING SYSTEM
2110 CABIN COMPRESSOR SYSTEM
2120 AIR DISTRIBUTION SYSTEM
2121 AIR DISTRIBUTION FAN
2130 CABIN PRESSURE CONTROL SYSTEM
2131 CABIN PRESSURE CONTROLLER
2132 CABIN PRESSURE INDICATOR
2133 PRESSURE REGUL/OUTFLOW VALVE
2134 CABIN PRESSURE SENSOR
2140 HEATING SYSTEM
2150 CABIN COOLING SYSTEM
2160 CABIN TEMPERATURE CONTROL SYSTEM
2161 CABIN TEMPERATURE CONTROLLER
2162 CABIN TEMPERATURE INDICATOR
2163 CABIN TEMPERATURE SENSOR
2170 HUMIDITY CONTROL SYSTEM

22 AUTO FLIGHT

2200 AUTO FLIGHT SYSTEM
2210 AUTOPILOT SYSTEM
2211 AUTOPILOT COMPUTER
2212 ALTITUDE CONTROLLER
2213 FLIGHT CONTROLLER
2214 AUTOPILOT TRIM INDICATOR
2215 AUTOPILOT MAIN SERVO
2216 AUTOPILOT TRIM SERVO
2220 SPEED-ATTITUDE CORRECT. SYSTEM
2230 AUTO THROTTLE SYSTEM
2250 AERODYNAMIC LOAD ALLEVIATING

23 COMMUNICATIONS

2300 COMMUNICATIONS SYSTEM
2310 HF COMMUNICATION SYSTEM
2311 UHF COMMUNICATION SYSTEM
2312 VHF COMMUNICATION SYSTEM
2320 DATA TRANSMISSION AUTO CALL
2330 ENTERTAINMENT SYSTEM
2340 INTERPHONE & PA SYSTEM
2350 AUDIO INTEGRATING SYSTEM
2360 STATIC DISCHARGE SYSTEM
2370 AUDIO/VIDEO MONITORING

24 ELECTRICAL POWER

2400 ELECTRICAL POWER SYSTEM
2410 ALTERNATOR-GENERATOR DRIVE
2420 AC GENERATION SYSTEM
2421 AC GENERATOR-ALTERNATOR
2422 AC INVERTER
2423 PHASE ADAPTER

24 ELECTRICAL POWER CONT'D

2424 AC REGULATOR
2425 AC INDICATING SYSTEM
2430 DC GENERATING SYSTEM
2431 BATTERY OVERHEAT WARN. SYSTEM
2432 BATTERY/CHARGER SYSTEM
2433 DC RECTIFIER-CONVERTER
2434 DC GENERATOR-ALTERNATOR
2435 STARTER-GENERATOR
2436 DC REGULATOR
2437 DC INDICATING SYSTEM
2440 EXTERNAL POWER SYSTEM
2450 AC POWER DISTRIBUTION SYSTEM
2460 DC POWER/DISTRIBUTION SYSTEM

25 EQUIPMENT/FURNISHINGS

2500 CABIN EQUIPMENT/FURNISHINGS
2510 FLIGHT COMPARTMENT EQUIPMENT
2520 PASSENGER COMPARTMENT EQUIPMENT
2530 BUFFET/GALLEYS
2540 LAVATORIES
2550 CARGO COMPARTMENTS
2551 AGRICULTURAL SPRAY SYSTEM
2560 EMERGENCY EQUIPMENT
2561 LIFE JACKET
2562 EMERGENCY LOCATOR BEACON
2563 PARACHUTE
2564 LIFE RAFT
2565 ESCAPE SLIDE
2570 ACCESSORY COMPARTMENT
2571 BATTERY BOX STRUCTURE
2572 ELECTRONIC SHELF SECTION

26 FIRE PROTECTION

2600 FIRE PROTECTION SYSTEM
2610 DETECTION SYSTEM
2611 SMOKE DETECTION
2612 FIRE DETECTION
2613 OVERHEAT DETECTION
2620 EXTINGUISHING SYSTEM
2621 FIRE BOTTLE, FIXED
2622 FIRE BOTTLE, PORTABLE

27 FLIGHT CONTROLS

2700 FLIGHT CONTROL SYSTEM
2701 CONTROL COLUMN SECTION
2710 AILERON CONTROL SYSTEM
2711 AILERON TAB CONTROL SYSTEM
2720 RUDDER CONTROL SYSTEM
2721 RUDDER TAB CONTROL SYSTEM
2722 RUDDER ACTUATOR
2730 ELEVATOR CONTROL SYSTEM
2731 ELEVATOR TAB CONTROL SYSTEM
2740 STABILIZER CONTROL SYSTEM
2741 STABILIZER POSITION INDICATING
2742 STABILIZER ACTUATOR
2750 TE FLAP CONTROL SYSTEM
2751 TE FLAP POSITION IND. SYSTEM
2752 TE FLAP ACTUATOR
2760 DRAG CONTROL SYSTEM
2761 DRAG CONTROL ACTUATOR
2770 GUST LOCK/DAMPER SYSTEM
2780 LE FLAP CONTROL SYSTEM
2781 LE FLAP POSITION IND. SYSTEM
2782 LE FLAP ACTUATOR

28 FUEL

2800 AIRCRAFT FUEL SYSTEM
2810 FUEL STORAGE
2820 ACFT FUEL DISTRIB. SYSTEM
2821 ACFT FUEL FILTER/STRAINER
2822 FUEL BOOST PUMP
2823 FUEL SELECTOR/SHUTOFF VALVE
2824 FUEL TRANSFER VALVE
2830 FUEL DUMP SYSTEM
2840 ACFT FUEL INDICATING
2841 FUEL QUANTITY INDICATOR
2842 FUEL QUANTITY SENSOR
2843 FUEL TEMPERATURE INDICATING
2844 FUEL PRESSURE INDICATOR

29 HYDRAULIC POWER

2900 HYDRAULIC POWER SYSTEM
2910 HYDRAULIC, MAIN SYSTEM
2911 HYDRAULIC POWER-ACCUMULATOR-MAIN
2912 HYDRAULIC FILTER-MAIN SYSTEM
2913 HYDRAULIC PUMP. ELECT-ENG.-MAIN
2914 HYDRAULIC HANDPUMP-MAIN
2915 HYDRAULIC PRESSURE RELIEF VLV-MAIN
2916 HYDRAULIC RESERVOIR-MAIN
2917 HYDRAULIC PRESSURE REGULATOR-MAIN
2920 HYDRAULIC, AUXILIARY SYSTEM
2921 HYDRAULIC ACCUMULATOR-AUXILIARY
2922 HYDRAULIC FILTER-AUXILIARY
2923 HYDRAULIC PUMP-AUXILIARY
2925 HYDRAULIC PRESSURE RELIEF-AUXILIARY
2926 HYDRAULIC RESERVOIR-AUXILIARY
2927 HYDRAULIC PRESSURE REGULATOR-AUX.
2930 HYDRAULIC SYSTEM INDICATING
2931 HYDRAULIC PRESSURE INDICATOR
2932 HYDRAULIC PRESSURE SENSOR
2933 HYDRAULIC QUANTITY INDICATOR
2934 HYDRAULIC QUANTITY SENSOR

30 ICE AND RAIN PROTECTION

3000 ICE/RAIN PROTECTION SYSTEM
3010 AIRFOIL ANTI/DE-ICE SYSTEM
3020 AIR INTAKE ANTI/DE-ICE SYSTEM
3030 PITOT/STATIC ANTI-ICE SYSTEM
3040 WINDSHIELD/DOOR RAIN/ICE REMOVAL
3050 ANTENNA/RADOME ANTI-ICE/DE-ICE SYSTEM
3060 PROP/ROTOR ANTI-ICE/DE-ICE SYSTEM
3070 WATER LINE ANTI-ICE SYSTEM
3080 ICE DETECTION

31 INSTRUMENTS

3100 INDICATING/RECORDING SYSTEM
3110 INSTRUMENT PANEL
3120 INDEPENDENT INSTRUMENTS (CLOCK, ETC.)
3130 DATA RECORDERS (FLT/MAINT)
3140 CENTRAL COMPUTERS (EICAS)
3150 CENTRAL WARNING
3160 CENTRAL DISPLAY
3170 AUTOMATIC DATA

32 LANDING GEAR

3200 LANDING GEAR SYSTEM
3201 LANDING GEAR/WHEEL FAIRING
3210 MAIN LANDING GEAR
3211 MAIN LANDING GEAR ATTACH SECTION
3212 EMERGENCY FLOTATION SECTION
3213 MAIN LANDING GEAR STRUT/AXLE/TRUCK
3220 NOSE/TAIL LANDING GEAR
3221 NOSE/TAIL LANDING GEAR ATTACH SECTION
3222 NOSE/TAIL LANDING GEAR STRUT/AXLE
3230 LANDING GEAR RETRACT/EXT. SYSTEM
3231 LANDING GEAR DOOR RETRACT SECTION
3232 LANDING GEAR DOOR ACTUATOR
3233 LANDING GEAR ACTUATOR
3234 LANDING GEAR SELECTOR
3240 LANDING GEAR BRAKE SYSTEM
3241 BRAKE ANTI-SKID SECTION
3242 BRAKE
3243 MASTER CYL/BRAKE VALVE
3244 TIRE
3245 TIRE TUBE
3246 WHEEL/SKI/FLOAT
3250 LANDING GEAR STEERING SYSTEM
3251 STEERING UNIT
3252 SHIMMY DAMPER
3260 LANDING GEAR POSITION & WARNING
3270 AUXILIARY GEAR (TAIL SKID)

33 LIGHTS

3300 LIGHTING SYSTEM
3310 FLIGHT COMPARTMENT LIGHTING
3320 PASSENGER COMPARTMENT LIGHTING
3330 CARGO COMPARTMENT LIGHTING
3340 EXTERIOR LIGHTING
3350 EMERGENCY LIGHTING

34 NAVIGATION

3400 NAVIGATION SYSTEM
3410 FLIGHT ENVIRONMENT DATA
3411 PITOT/STATIC SYSTEM
3412 OUTSIDE AIR TEMP. IND./SENSOR
3413 RATE OF CLIMB INDICATOR
3414 AIRSPEED/MACH INDICATING
3415 HIGH SPEED WARNING
3416 ALTIMETER, BAROMETRIC/ENCODER

34 NAVIGATION CONT'D

3417 AIR DATA COMPUTER
3418 STALL WARNING SYSTEM
3420 ATTITUDE AND DIRECTION DATA SYSTEM
3421 ATTITUDE GYRO & IND. SYSTEM
3422 DIRECTIONAL GYRO & IND. SYSTEM
3423 MAGNETIC COMPASS
3424 TURN & BANK/RATE OF TURN INDICATOR
3425 INTEGRATED FLT. DIRECTOR SYSTEM
3430 LANDING & TAXI AIDS
3431 LOCALIZER/VOR SYSTEM
3432 GLIDE SLOPE SYSTEM
3433 MICROWAVE LANDING SYSTEM
3434 MARKER BEACON SYSTEM
3435 HEADS UP DISPLAY SYSTEM
3436 WIND SHEAR DETECTION SYSTEM
3440 INDEPENDENT POS. DETERMINING SYSTEM
3441 INERTIAL GUIDANCE SYSTEM
3442 WEATHER RADAR SYSTEM
3443 DOPPLER SYSTEM
3444 GROUND PROXIMITY SYSTEM
3445 AIR COLLISION AVOIDANCE SYSTEM (TCAS)
3446 NON RADAR WEATHER SYSTEM
3450 DEPENDENT POSITION DETERMINING SYSTEM
3451 DME/TACAN SYSTEM
3452 ATC TRANSPONDER SYSTEM
3453 LORAN SYSTEM
3454 VOR SYSTEM
3455 ADF SYSTEM
3456 OMEGA NAVIGATION SYSTEM
3457 GLOBAL POSITIONING SYSTEM
3460 FLIGHT MANAGE. COMPUTING SYSTEM

35 OXYGEN

3500 OXYGEN SYSTEM
3510 CREW OXYGEN SYSTEM
3520 PASSENGER OXYGEN SYSTEM
3530 PORTABLE OXYGEN SYSTEM

36 PNEUMATIC

3600 PNEUMATIC SYSTEM
3610 PNEUMATIC DISTRIBUTION SYSTEM
3620 PNEUMATIC INDICATING SYSTEM

37 VACUUM

3700 VACUUM SYSTEM
3710 VACUUM DISTRIBUTION SYSTEM
3720 VACUUM INDICATING SYSTEM

38 WATER/WASTE

3800 WATER & WASTE SYSTEM
3810 POTABLE WATER SYSTEM
3820 WASH WATER SYSTEM
3830 WASTE DISPOSAL SYSTEM
3840 AIR SUPPLY (WATER PRESS. SYSTEM)

45 CENTRAL MAINT. SYSTEM

4500 CENTRAL MAINT. COMPUTER

49 AIRBORNE AUXILIARY POWER

4900 AIRBORNE APU SYSTEM
4910 APU COWLING/CONTAINMENT
4920 APU CORE ENGINE
4930 APU ENGINE FUEL & CONTROL
4940 APU START/IGNITION SYSTEM
4950 APU BLEED AIR SYSTEM
4960 APU CONTROLS
4970 APU INDICATING SYSTEM
4980 APU EXHAUST SYSTEM
4990 APU OIL SYSTEM

51 STANDARD PRACTICES/STRUCTURES

5100 STANDARD PRACTICES/STRUCTURES
5101 AIRCRAFT STRUCTURES
5102 BALLOON REPORTS

52 DOORS

5200 DOORS
5210 PASSENGER/CREW DOORS
5220 EMERGENCY EXIT
5230 CARGO/BAGGAGE DOORS
5240 SERVICE DOORS
5241 GALLEY DOORS
5242 E/E COMPARTMENT DOORS
5243 HYDRAULIC COMPARTMENT DOORS
5244 ACCESSORY COMPARTMENT DOORS
5245 AIR CONDITIONING COMPART. DOORS
5246 FLUID SERVICE DOORS

5247 APU DOORS
5248 TAIL CONE DOORS
5250 FIXED INNER DOORS
5260 ENTRANCE STAIRS
5270 DOOR WARNING SYSTEM
5280 LANDING GEAR DOORS

53 FUSELAGE

5300 FUSELAGE STRUCTURE (GENERAL)
5301 AERIAL TOW EQUIPMENT
5302 ROTORCRAFT TAIL BOOM
5310 FUSELAGE MAIN STRUCTURE
5311 FUSELAGE MAIN FRAME
5312 FUSELAGE MAIN BULKHEAD
5313 FUSELAGE MAIN LONGERON/STRINGER
5314 FUSELAGE MAIN KEEL
5315 FUSELAGE MAIN FLOOR BEAM
5320 FUSELAGE MISCELLANEOUS STRUCTURE
5321 FUSELAGE FLOOR PANEL
5322 FUSELAGE INTERNAL MOUNT STRUCTURE
5323 FUSELAGE INTERNAL STAIRS
5324 FUSELAGE FIXED PARTITIONS
5330 FUSELAGE MAIN PLATE/SKIN
5340 FUSELAGE MAIN ATTACH FITTINGS
5341 WING ATTACH FITTINGS (ON FUSELAGE)
5342 STABILIZER ATTACH FITTINGS
5343 LANDING GEAR ATTACH FITTINGS
5344 FUSELAGE DOOR HINGES
5345 FUSELAGE EQUIPMENT ATTACH FITTINGS
5346 POWERPLANT ATTACH FITTINGS
5347 SEAT/CARGO ATTACH FITTINGS
5350 FUSELAGE AERODYNAMIC FAIRINGS

54 NACELLES/PYLONS

5400 NACELLE/PYLON STRUCTURE
5410 MAIN FRAME (ON NACELLE/PYLON)
5411 FRAME/SPAR/RIB(NACELLE/PYLON)
5412 BULKHEAD/FIREWALL (NAC/PYLON)
5413 LONGERON/STRINGER (NAC/PYLON)
5414 PLATE SKIN (NAC/PYLONS)
5415 ATTACH FITTINGS (NAC/PYLON)

55 STABILIZERS

5500 EMPENNAGE STRUCTURE
5510 HORIZONTAL STABILIZER STRUCTURE
5511 HORIZONTAL STABILIZER SPAR/RIB
5512 HORIZONTAL STABILIZER PLATE/SKIN
5513 HORIZONTAL STABILIZER TAB STRUCTURE
5520 ELEVATOR STRUCTURE

55 STABILIZERS CONT'D

5521 ELEVATOR SPAR/RIB STRUCTURE
5522 ELEVATOR PLATES/SKIN STRUCTURE
5523 ELEVATOR TAB STRUCTURE
5530 VERTICAL STABILIZER STRUCTURE
5531 VERTICAL STABILIZER SPAR/RIB STRUCTURE
5532 VERTICAL STABILIZER PLATES/SKIN
5533 VENTRAL STRUCTURE (ON VERT. STAB)
5540 RUDDER STRUCTURE
5541 RUDDER SPAR/RIB STRUCTURE
5542 RUDDER PLATE/SKIN STRUCTURE
5543 RUDDER TAB STRUCTURE
5550 EMPENNAGE FLT. CONT. ATTACH FITTING
5551 HORIZONTAL STABILIZER ATTACH FITTING
5552 ELEVATOR/TAB ATTACH FITTINGS
5553 VERT. STAB. ATTACH FITTINGS
5554 RUDDER/TAB ATTACH FITTINGS

56 WINDOWS

5600 WINDOW/WINDSHIELD SYSTEM
5610 FLIGHT COMPARTMENT WINDOWS
5620 PASSENGER COMPARTMENT WINDOWS
5630 DOOR WINDOWS
5640 INSPECTION WINDOWS

57 WINGS

5700 WING STRUCTURE
5710 WING MAIN FRAME STRUCTURE
5711 WING SPAR STRUCTURE
5712 WING RIB STRUCTURE
5713 WING LONGERON/STRINGER
5714 WING CENTER BOX
5720 WING MISCELLANEOUS STRUCTURE
5730 WING PLATES/SKINS
5740 WING ATTACH FITTINGS
5741 WING, FUSELAGE ATTACH FITTINGS
5742 WING, NAC/PYLON ATTACH FITTINGS
5743 WING, LANDING GEAR ATTACH FITTINGS
5744 CONTROL SURFACE ATTACH FITTINGS
5750 WING CONTROL SURFACE STRUCTURE
5751 AILERON STRUCTURE
5752 AILERON TAB STRUCTURE
5753 TE FLAP STRUCTURE
5754 LEADING EDGE DEVICE STRUCTURE
5755 SPOILER STRUCTURE

61 PROPELLERS/PROPULSORS

6100 PROPELLER SYSTEM
6110 PROPELLER ASSEMBLY
6111 PROPELLER BLADE SECTION
6112 PROPELLER DE-ICE BOOT SECTION
6113 PROPELLER SPINNER SECTION
6114 PROPELLER HUB SECTION
6120 PROPELLER CONTROL SYSTEM
6121 PROPELLER SYNCHRONIZER SECTION
6122 PROPELLER GOVERNOR
6123 PROPELLER FEATHERING/REVERSING
6130 PROPELLER BRAKING
6140 PROPELLER INDICATING SYSTEM

62 MAIN ROTOR

6200 MAIN ROTOR SYSTEM
6210 MAIN ROTOR BLADES
6220 MAIN ROTOR HEAD
6230 MAIN ROTOR MAST/SWASHPLATE
6240 MAIN ROTOR INDICATING SYSTEM

63 MAIN ROTOR DRIVE

6300 MAIN ROTOR DRIVE SYSTEM
6310 ENGINE/TRANSMISSION COUPLING
6320 MAIN ROTOR GEARBOX
6321 MAIN ROTOR BRAKE
6322 ROTORCRAFT COOLING FAN SYSTEM
6330 MAIN ROTOR TRANSMISSION MOUNT
6340 ROTOR DRIVE INDICATING SYSTEM

64 TAIL ROTOR

6400 TAIL ROTOR SYSTEM
6410 TAIL ROTOR BLADE
6420 TAIL ROTOR HEAD
6440 TAIL ROTOR INDICATING SYSTEM

65 TAIL ROTOR DRIVE

6500 TAIL ROTOR DRIVE SYSTEM
6510 TAIL ROTOR DRIVE SHAFT
6520 TAIL ROTOR GEARBOX
6540 TAIL ROTOR DRIVE INDICATING SYSTEM

67 ROTORS FLIGHT CONTROL

6700 ROTORCRAFT FLIGHT CONTROL
6710 MAIN ROTOR CONTROL
6711 TILT ROTOR FLIGHT CONTROL
6720 TAIL ROTOR CONTROL SYSTEM
6730 ROTORCRAFT SERVO SYSTEM

71 POWERPLANT

7100 POWERPLANT SYSTEM
7110 ENGINE COWLING SYSTEM
7111 COWL FLAP SYSTEM
7112 ENGINE AIR BAFFLE SECTION
7120 ENGINE MOUNT SECTION
7130 ENGINE FIRESEALS
7160 ENGINE AIR INTAKE SYSTEM
7170 ENGINE DRAINS

72 TURBINE/TURBOPROP ENGINE

7200 ENGINE (TURBINE/TURBOPROP)
7210 TURBINE ENGINE REDUCTION GEAR
7220 TURBINE ENGINE AIR INLET SECTION
7230 TURBINE ENGINE COMPRESSOR SECTION
7240 TURBINE ENGINE COMBUSTION SECTION
7250 TURBINE SECTION
7260 TURBINE ENGINE ACCESSORY DRIVE
7261 TURBINE ENGINE OIL SYSTEM
7270 TURBINE ENGINE BYPASS SECTION

73 ENGINE FUEL & CONTROL

7300 ENGINE FUEL & CONTROL
7310 ENGINE FUEL DISTRIBUTION
7311 ENGINE FUEL-OIL COOLER
7312 FUEL HEATER
7313 FUEL INJECTOR NOZZLE
7314 ENGINE FUEL PUMP
7320 FUEL CONTROLLING SYSTEM
7321 FUEL CONTROL/ELECTRONIC
7322 FUEL CONTROL/CARBURETOR
7323 TURBINE GOVERNOR
7324 FUEL DIVIDER
7330 ENGINE FUEL INDICATING SYSTEM
7331 FUEL FLOW INDICATING
7332 FUEL PRESSURE INDICATING
7333 FUEL FLOW SENSOR
7334 FUEL PRESSURE SENSOR

74 IGNITION

7400 IGNITION SYSTEM
7410 IGNITION POWER SUPPLY
7411 LOW TENSION COIL
7412 EXCITER
7413 INDUCTION VIBRATOR
7414 MAGNETO/DISTRIBUTOR
7420 IGNITION HARNESS (DISTRIBUTION)
7421 SPARK PLUG/IGNITER
7430 IGNITION SWITCHING

75 AIR

7500 ENGINE BLEED AIR SYSTEM
7510 ENGINE ANTI-ICING SYSTEM
7520 ENGINE COOLING SYSTEM
7530 COMPRESSOR BLEED CONTROL
7531 COMPRESSOR BLEED GOVERNOR
7532 COMPRESSOR BLEED VALVE
7540 BLEED AIR INDICATING SYSTEM

76 ENGINE CONTROLS

7600 ENGINE CONTROLS
7601 ENGINE SYNCHRONIZING
7602 MIXTURE CONTROL
7603 POWER LEVER
7620 ENGINE EMERGENCY SHUTDOWN SYSTEM

77 ENGINE INDICATING

7700 ENGINE INDICATING SYSTEM
7710 POWER INDICATING SYSTEM
7711 ENGINE PRESSURE RATIO (EPR)
7712 ENGINE BMEP/TORQUE INDICATING
7713 MANIFOLD PRESSURE (MP) INDICATING
7714 ENGINE RPM INDICATING SYSTEM
7720 ENGINE TEMP. INDICATING SYSTEM
7721 CYLINDER HEAD TEMP (CHT) INDICATING
7722 ENG. EGT/TIT INDICATING SYSTEM
7730 ENGINE IGNITION ANALYZER SYSTEM
7731 ENGINE IGNITION ANALYZER
7732 ENGINE VIBRATION ANALYZER
7740 ENGINE INTEGRATED INSTRUMENT SYSTEM

78 ENGINE EXHAUST

7800 ENGINE EXHAUST SYSTEM
7810 ENGINE COLLECTOR/TAILOPIPE/NOZZLE
7820 ENGINE NOISE SUPPRESSOR
7830 THRUST REVERSER

79 ENGINE OIL

7900 ENGINE OIL SYSTEM (AIRFRAME)
7910 ENGINE OIL STORAGE (AIRFRAME)
7920 ENGINE OIL DISTRIBUTION (AIRFRAME)
7921 ENGINE OIL COOLER
7922 ENGINE OIL TEMP. REGULATOR
7923 OIL SHUTOFF VALVE
7930 ENGINE OIL INDICATING SYSTEM
7931 ENGINE OIL PRESSURE
7932 ENGINE OIL QUANTITY
7933 ENGINE OIL TEMPERATURE

80 STARTING

8000 ENGINE STARTING SYSTEM
8010 ENGINE CRANKING
8011 ENGINE STARTER
8012 ENGINE START VALVES/CONTROLS

81 TURBOCHARGING

8100 EXHAUST TURBINE SYSTEM (RECIP)
8110 POWER RECOVERY TURBINE (RECIP)
8120 EXHAUST TURBOCHARGER

82 WATER INJECTION

8200 WATER INJECTION SYSTEM

83 ACCESSORY GEARBOXES

8300 ACCESSORY GEARBOXES

85 RECIPROCATING ENGINE

8500 ENGINE (RECIPROCATING)
8510 RECIPROCATING ENGINE FRONT SECTION
8520 RECIPROCATING ENGINE POWER SECTION

8530 RECIPROCATING ENGINE CYLINDER SECTION
8540 RECIPROCATING ENGINE REAR SECTION
8550 RECIPROCATING ENGINE OIL SYSTEM

MECHANICS CREED

UPON MY HONOR I swear that I shall hold in sacred trust the rights and privileges conferred upon me as a certified mechanic. Knowing full well that the safety and lives of others are dependent upon my skill and judgment, I shall never knowingly subject others to risks which I would not be willing to assume for myself, or for those dear to me.

IN DISCHARGING this trust, I pledge myself never to undertake work or approve work which I feel to be beyond the limits of my knowledge; nor shall I allow any non-certificated superior to persuade me to approve aircraft or equipment as airworthy against my better judgment; nor shall I permit my judgment to be influenced by money or other personal gain; nor shall I pass as airworthy aircraft or equipment about which I am in doubt, either as a result of direct inspection or uncertainty regarding the ability of others who have worked on it to accomplish their work satisfactorily.

I REALIZE the grave responsibility which is mine as a certified airman, to exercise my judgment on the airworthiness of aircraft and equipment. I, therefore, pledge unyielding adherence to these precepts for the advancement of aviation and for the dignity of my vocation.